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# Wacker's Manual
## *of the*
# Plan of Chicago

## Municipal Economy

By WALTER D. MOODY

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Picture of Early Chicago.

CHICAGO: View of the proposed development in the center of the city, from Twenty-second Street to Chicago Avenue, looking towards the East, over the Civic Center to Grant Park, and Lake Michigan.

[Copyrighted by the Commercial Club.]

# WACKER'S MANUAL
OF THE
# PLAN OF CHICAGO

## Municipal Economy

Especially Prepared for Study in the Schools of Chicago

Auspices of the
CHICAGO PLAN COMMISSION

BY

WALTER D. MOODY
Managing Director, Chicago Plan Commission

1915

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by
Walter D. Moody

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# Wacker's Manual

OF

# The Plan of Chicago

## *Municipal Economy*

## INTRODUCTION

Chicago is destined to become the center of the modern world, if the opportunities in her reach are intelligently realized, and if the city can receive a sufficient supply of trained and enlightened citizens.

Actuated by this belief, the author has mapped out the part Chicago school children are to play in creating the greater Chicago of the future. Chicago must grow to conform to a scientific plan to replace the makeshift that has tried to keep pace with the city's development in the past and to make this possible it must have a citizenship trained in its duties. A large proportion of the graduates from our schools remain in Chicago for their professional or business lives, and this book is intended to fit them to take an intelligent part as future citizens of a great city in carrying out the Plan of Chicago.

Love of country, the feeling which is inherent in every normal boy and girl, and which is expressed by them throughout their lives in their many acts of patriotic devotion, is, by development of our civilization, being given a companion sentiment—devotion and passionate interest in the safety and welfare of our cities. This new feeling of community patriotism, an outgrowth of modern conditions of life, takes the form generally of a high and controlling pride in one's native city, or in the city in which one abides and has adopted as his home.

Modern educators and leaders in public affairs, noting the birth and rise of this patriotic impulse in our cities, see in it a great factor for future good for the country. They see in it the approach of good government in the cities and the end of evil administration of our communities. They see, too, that development and cultivation of this impulse means good effects of the most stable and lasting character upon our national institutions by a deepening, broadening, and intensifying of national patriotism.

Thus arises the recognized need of bringing out in the children of our cities a sharp, clear, vivid interest in those cities, in their history, in their growth, in their present

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and in their future. The fact that so many millions of our people now live in cities, and that city growth is continuing on increasing lines, means absolutely that the cities and their people will shape the course and form the destiny of our country at large. The cities will set the policies for the nation. Impulses for good order, cleanliness, honesty, and economy in government must be the product of education of the children of our cities, if our country is to continue its course in history and maintain its place in civilization.

Observers of this new and growing feeling of civic patriotism are finding that it finds expression among the people, and particularly among the youth of the cities, as freely as does that based on the broader foundation of love of native land. In some ways this devotional impulse comes more quickly and freely, even, than that pertaining to our national life. While, of course, it never is expressed with the height of emotion which meets an appeal to the older and deeper patriotism, it is usually much easier to arouse. This is because one's city is so much more closely and intimately known than the great entity of the nation.

Students of modern history, seeking to classify or set apart this devotion to the city by its people, and love of a city by its children, will find the feeling not only a new, unique and valuable tendency of the times, but also a revival, under modern conditions, of a patriotism as old as civilization itself. It is a restoration to the world, in modified form, of the devotional impulse and effort by which the peoples of all the great cities of the past built up, beautified and extended the fame of their cities.

It is becoming a recognized fact that the power, growth and advancement of a city is limited only by the measure of united civic interest of its people. The stronger and more vital the community spirit, the greater and more influential the city. It is this spirit which gives Chicago its great world distinction,—an indomitable, living, throbbing love for the city, expressing a demand of its united people that the city shall deserve and achieve greatness.

Conditions, then, demand that this new impulse of love for this city shall be fostered, and that our children shall be taught that they are the coming responsible heads of their various communities. We direct the national patriotic impulse into the paths of duty, and it is vital that we do the same with the new impulse for civic good. Conditions which make for good health, good order and good citizenship must be made clear to our children. The needs and possibilities for expansion and development of community life under proper conditions must be outlined for the young, that effort under the urge of civic patriotism may be properly directed. Finally, our children must be led to recognize their duty of looking to the future, knowing that to be unmindful of the needs of days to come is to be unfaithful of obligations to themselves, their communities and their Creator.

We have reached a time now when the citizen, to do his duty, must plan for the welfare of coming generations. It is necessary that the people realize, and that the young be taught, that the really great work of the world today is that which foresees and builds for the future.

This book is intended to convince the child that he owes loyalty to the city that gave him his education and offers him an opportunity to enter any one of her great fields of

industrial or professional activity. It seems advisable to give a number of questions at the end of each chapter to assist the child in this rather difficult subject. In seeking answers to these questions the school child will instill in his mind a permanent interest in the civic welfare of Chicago that will be an immense benefit to the future of our city. Proper emphasis has been given to the history of great cities of the past and to the causes that led to their power. It is the earnest purpose of the author to make the child feel that in him rests the responsibility of assisting Chicago to attain her future greatness. The co-operation of the instructor is earnestly sought for in teaching the child how he may lend assistance in this work. It is the firm belief of the author that the success of the Plan of Chicago depends on the hold it has in the hearts of the city's future citizens.

CHICAGO, November 28, 1911. W. D. M.

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# PREFATORY NOTE

In the following pages, the author aims to furnish a concise and interesting text book in which brief notice is taken of Chicago's past, thoughtful consideration given Chicago's present, and deep effort made to foresee Chicago's future. The object is to prepare the student's mind for the reception of that portion of Wacker's Manual which is devoted to a study of the Plan of Chicago.

What is the Plan of Chicago?

It is a plan to direct the future growth of the city in an orderly, systematic way.

What is its object?

To make Chicago a real, centralized city, instead of a group of overcrowded, overgrown villages.

What does it mean?

That by properly solving Chicago's problems of transportation, street congestion, recreation, and public health, the city may grow indefinitely in wealth and commerce. It is realized that this is of significance only in connection with Chicago's actual social, intellectual, and moral upbuilding.

The ideal of a city must rise above mere commercial and industrial supremacy, taking the higher ground of becoming an attractive, larger home for its residents of all classes, as well as for the stranger.

Because it affects the happiness and prosperity of all our citizens, and of millions yet to have a home among us, the Plan of Chicago should, in some measure and in some degree, be not only a study of our children but of every citizen.

Each citizen has duties to perform towards his city and rights to claim from it. Unless in some measure he knows those duties and those rights, he can never act a just and independent part.

Neglect of the citizen to give some of his time, some of his thought, and some of his money for the public good, if widely distributed, would mean disaster to the community.

Chicago today stands at the threshold of a great future.

What are we, as citizens, to do to promote the future well-being of our city?

First, we are to study the Plan of Chicago that we may understand it. When that is accomplished, we are to make it clearly and distinctively our ideal.

We are to look forward to the carrying out of the Plan of Chicago in the broad spirit that an injury to one is an injury to all, and that the well-being of one promotes the well-being of all.

We are to make the Plan our ideal and to put it before us and dare to recognize it and to believe in it and to build for it.

We are to look forward to the time when it will seem as extraordinary not to have an official plan toward which to direct the growth of our city as it now seems that Chicago was ever permitted to grow in an orderless and formless manner.

We are to establish by the influence and work of a united citizenship the power of law necessary for Chicago's advancement commensurate with her greatness.

It requires only sufficient community patriotism to substitute order for disorder, and reason, common sense, and action for negligence, indifference, and inertia.

In this work of citizen building and city planning, our children must play their part, which is an important one, as set forth in the introduction to this study.

Having answered the questions—What is the Plan of Chicago? What is its object? and What does it mean?—just here it is appropriate to ask two other questions, namely,

How and where was the Plan of Chicago originated? Who is handling the Plan of Chicago?

While in the text the history of Chicago's social and industrial progress, and also the value, needs, and desirability of the plan have been emphasized, the author has adhered strictly to the plan of excluding all reference to persons and incidents that cannot properly be made a part of this text book; but it should be recognized somewhere in this book that one of the finest achievements in the history of civic advance must be accredited to the very few men who, by reason of their worthy suggestions, many sacrifices, indomitable energy, and never faltering spirit in preparing and giving to their city the Plan of Chicago, are deserving of lasting renown and the gratitude of every citizen.

The Plan of Chicago was inspired in the minds of a small number of men, leaders in the business life of the city, and members of two of Chicago's most prominent social organizations—the Commercial Club and the Merchants' Club. This was in the period immediately following the World's Columbian Exposition, held in Chicago in 1893.

After the great World's Fair was closed some of the men who had worked to make it a great success for Chicago met together at their clubs. They had learned during the Fair that orderly arrangement of buildings and streets gave a most pleasing effect. They clearly saw that to create a broad plan to that end, and to carry it out throughout all Chicago, would be to make their home city famous all over the world. Therefore they set about working out a plan to do this great thing, and the plan they developed by years of study is today known as the Plan of Chicago.

Credit for first voicing a city-wide plan for the Chicago of the future is given to Mr. Franklin MacVeagh, who, in 1901, at a meeting of the Commercial Club, suggested the appointment of a committee of that organization to consider the advisability of preparing such a plan.

While the Commercial Club Committee was working, an independent movement to the same end was started by the Merchants' Club. In this work Mr. Charles D. Norton and Mr. Frederic A. Delano were prominent. The plans thus advanced were entirely formulated by 1906, when the Merchants' Club formally undertook the work. In 1907 the two clubs united under the name of the Commercial Club, which in 1908 gave the world the completed Plan of Chicago.

In producing the Plan of Chicago the Commercial Club spared neither time, money nor effort. Mr. Daniel H. Burnham, world renowned architect and resident of Chicago, a man whose services in city planning have been in demand all over America for years, took charge of the details of the plan. He gave his genius to the task without charge. Assisted by Mr. Edward H. Bennett, he produced all the charts, maps, and drawings necessary for carrying out the remodeling and development of the city. In 1908 these, together with an explanatory narrative written by Mr. Charles Moore, corresponding

member American Institute of Architects, were arranged in a magnificent volume published by the Commercial Club.

In 1907 the first Plan Committee of the Commercial Club was organized with Mr. Charles D. Norton as Chairman and Mr. Charles H. Wacker as Vice-Chairman. These plan leaders retained their respective offices with each succeeding plan committee until the year 1909, when Mr. Norton resigned to take up his residence in Washington. Mr. Charles H. Wacker succeeded him as Chairman, which office he in turn vacated when he received his appointment from the Mayor of Chicago as permanent chairman of the Chicago Plan Commission. Mr. Edward B. Butler succeeded him as Chairman of the club's Plan Committee.

Thus, after years of study and of hard work by the Commercial Club members, the plan was completed and ready for submission to the citizens in the early Fall of 1909. The completion of the Plan of Chicago was the most important civic event in the history of our city. Then it was evident to the leaders of the movement that the time had come to engage the interests of the public and to put the plan into the hands of the representatives of the people. After conferring with the city authorities, it was decided to create a permanent organization to be known as the Chicago Plan Commission. This body, it was decided, should be composed of a large number of men of influence, to be representative of the business and social interests of the city.

July 6, 1909, the Hon. Fred A. Busse, Mayor of Chicago, sent a message to the City Council requesting authority to appoint this commission, which was immediately granted.

November 1, 1909, the Mayor sent to the City Council a second message containing the names of the 328 leading men of Chicago who were to make up the membership of the first Chicago Plan Commission.

To secure at all times adequate representation on this Commission of the City Government and of all other locally interested governmental agencies, it was provided that the heads of all city departments and other local public powers [whose memberships would cease when they retired from office and which would be resumed by their successors], should be appointed as members.

At the first meeting of the Commission, held in the City Council Chambers, November 4, 1909, in recognition of his long and faithful public service to Chicago, Mr. Frank I. Bennett was elected Vice-Chairman. Mr. Henry Barrett Chamberlin was elected Secretary *pro tem,* which office he resigned late in 1910.

January 13, 1911, the Executive Committee appointed as the Commission's Managing Director Mr. Walter D. Moody, formerly General Manager of the Chicago Association of Commerce.

The City Council, under the Busse administration, created the Plan Commission and started the work in the passage of an ordinance for the widening and improvement of Twelfth Street from Ashland to Michigan Avenue.

The Harrison administration, recognizing the city's great need for an improved through east and west artery, between Harrison and Eighteenth streets, immediately took over the proposed Twelfth Street improvement, upon which work had not been started, with a determination to carry it through successfully and in a manner satisfactory to all the people.

Thus has the work of the Chicago Plan Commission been established upon a non-partisan and non-political foundation.

Mayor Harrison was the first to propose the Michigan Avenue "boulevard link" in 1905. Afterwards this contemplated improvement became an important part of the Plan of Chicago as a whole. His re-election in 1911 again connected him with the project he fathered and which is being promoted by the Chicago Plan Commission.

Thus the Plan of Chicago was originated, and thus it is being worked out.

Nature gave Chicago the location that under the touch of modern commerce produced the great city. It is not Chicago's growth that amazes. That growth naturally accompanied industry. It is Chicago's spirit which grips the world's attention.

No city in America—perhaps none in the world—has the love and devotion of its people that Chicago has.

No people of any city will labor so hard, or sacrifice so much for their city, as will the people of Chicago.

It is this civic patriotism—almost as strong as our love of country—that will determine the successful future of our city, in the realization of the Plan of Chicago.

It is desirable that the instructors of our schools organize the mighty forces at their command and prepare the minds of our children to grasp and lay fast hold upon the science of city planning, as related to the future glory of Chicago and the prosperity and happiness of all her people.

W. D. M.

Chicago, November 28, 1911.

TO THE CHAIRMAN OF THE
CHICAGO PLAN COMMISSION

THE TIRELESS, SACRIFICIAL EFFORT OF CHARLES H. WACKER IN ADVANCING THE PLAN OF CHICAGO FROM ITS VERY INCEPTION WAS THE CHIEF SOURCE OF INSPIRATION TO THE AUTHOR IN CONCEIVING AND PREPARING THIS STUDY FOR THE SCHOOLS OF CHICAGO.

HIS UNSELFISH DEVOTION TO CHICAGO'S COMMON GOOD SHOULD SHINE FOR ALL TIME BEFORE HIS FELLOW CITIZENS AS A BEACON LIGHT OF USEFUL CITIZENSHIP. THIS BOOK IS DEDICATED TO HIM, AND ENTITLED "WACKER'S MANUAL OF THE PLAN OF CHICAGO" AS A DISTINCT MARK OF RECOGNITION OF HIS MERITORIOUS SERVICE TO THE CITY OF CHICAGO.

THE AUTHOR

CHAPTER I

# MUNICIPAL ECONOMY

All over the world there is, at this period, an astonishing and unparalleled movement of people toward eities. In every eountry eities are larger today than at any time in all history. Moreover, the flow of all peoples eityward is growing throughout the world. Every census shows this to be true. The tendency of people to gather in elose eontaet has always existed, but today is operating more strongly than ever in the history of man.

Naturally, this movement of mankind to congregate in eities in every part of the world is ereating new problems in government. It is bringing up new tasks in soeial seienee, or the seienee of maintaining health and good order among people of different families and different raees when brought elosely in eontact. From this eontaet are coming new needs. It is neeessary to promote happiness and content among city people, and to interest them in the development of a proper moral and religious life in their eommunities. From this movement arise new and important questions of transporting eity dwellers from one part of a eity to another, of supplying them regularly and properly with food and raiment, and of arranging that they shall have employment in safe and sanitary buildings and homes in convenient and healthful houses.

Along with this growth of cities all over the world, and partieularly in America, has proeeeded a movement in government by whieh the people have been given more and more power over public affairs, that is, over the eonduct of publie property in behalf of the people's welfare. This enlarged power has increased the opportunity for happiness and enjoyment of life for all of us, but at the same time it has also eonstantly inereased the responsibility of each of us. It has made it the duty of every child, of every young man and young woman, to prepare to see to it that publie affairs are eondueted in the best possible way.

While this inereased power has been

FORT DEARBORN AS SEEN FROM THE NORTH, 1816.
[Original Owned by the Chicago Historical Society.]

given to all the people, in the country as well as in the cities, the responsibility and duty in government falls more upon the city dweller than upon the countryman.

CHICAGO IN 1832—Population About 100.
[Original Owned by the Chicago Historical Society.]

This is because there are more and greater problems to solve in the safe conduct of cities than in the government of sparsely settled territory. The larger the city, too, the greater the responsibility of each of us living there, for in the large cities the problems affect more people and more important matters, and thus become more intricate and harder to rightly solve.

Thus we of Chicago, the fourth city in the world in population, have each a greater responsibility and a graver duty in citizenship than have the people of almost any other city. Besides this mere matter of size, there are other conditions in connection with the growth of our city which add to our personal responsibilities. It is not too much to say, probably, that, under the laws and the conditions of life in Chicago today, each of us owes a greater duty of devotion to his splendid city than does the citizen of any other city in the world.

Henry Drummond, a very wise man and great scholar, has said something to be carefully considered by every young person in Chicago, for it shows us how, as people of a city, our influence guides the destiny of the nation. "The city is strategic," he says. "It makes the towns; the towns make the villages; the villages make the country. He who makes the city makes the world. After all, though men make cities, it is cities which make men. Whether our national life is great or

CHICAGO, SOUTH WATER STREET, 1834.
[Original Owned by the Chicago Historical Society.]

mean, whether our social virtues are mature or stunted, whether our sons are moral or vicious, whether religion is possible or impossible, depends upon the city."

That was another way of stating that our cities are coming to have the most powerful influence in our national affairs. For a long time our government at Washington was controlled mostly by men from the country, from small towns or villages or from the farms. In recent years there has been a change. Our Presidents of late have been city men, and they are calling into their cabinets for advisors more and more men from our great cities. The cities, with their large populations, are becoming more powerful forces in our government every year, which means greater and greater need for the people of our cities to be well informed, watchful and diligent in effort for the public good.

CHICAGO IN 1845, FROM THE WEST—Population 12,088.
[Original Owned by the Chicago Historical Society.]

*Elimination of Waste is the World's Greatest Scientific Problem.* "A penny saved is a penny earned," is a saying we have all heard. We know it is a true saying. But few of us know or realize how necessary it is, with the growth of cities, to prevent waste. Few of us have thought how important it is that saving methods of government be adopted. Not many of us think of the truth that the more people there are in cities in proportion to the population of our country the fewer there are in the country to produce the grain, vegetables and meats so necessary to our well-being.

CHICAGO IN 1855—Population 80,028.
[Original Owned by the Chicago Historical Society.]

As the cities have grown, however, we have been forced to realize that wastefulness of food products must cease. We must realize that food can never be so plentiful and cheap as it was when fewer people were living in the cities and more upon the farms. That is one simple illustration of the present necessity of saving and stopping wastefulness.

FLOOD IN THE CHICAGO RIVER, 1849.
Population 23,047.

This movement for saving things to get the most out of everything is a world-wide movement. Old rags, scraps of paper, old iron and many other materials formerly discarded as useless are now made into useful products. Great fortunes are yearly made from new economies. In our cities great public works have been undertaken to save lives. The public health officer does not allow people to waste their health. Millions of dollars are spent in building great canals and in cutting new streets, and all of these things are to eliminate expense, to save material and to save the very valuable time of millions of people.

Thus, before the growth of cities the best efforts of mankind were devoted to means of increasing the production of useful things and to the improvement of machinery and other aids of civilization. Today the best minds and greatest efforts are bent to the task of preventing waste.

Robert De LaSalle, who in 1681-2 made the first "Lakes to the Gulf" trip, making a portage from the Chicago River to the Desplaines River. [Original Owned by Chi. His. Soc.]

Most of us know that in the last ten years there has grown up in the United States a widespread agitation for conservation of our natural resources. That means simply the saving, for the use of all the people, of the forests standing upon our public lands, the water powers existing in our mountain streams, and the mineral

CHICAGO, MICHIGAN AVENUE FROM PARK ROW, 1864.
Population 169,353.
[Original Owned by the Chicago Historical Society.]

wealth underlying the lands owned by the nation. These vast, valuable resources of wealth were given away and wasted in times of plenty, and during the settlement and development of our country. Our cities also are demanding conservation of the resources which are their wealth—the health of their people, the streets by which they conveniently go from place to place, the parks within which they find recreation, and the spacious public centers wherein they build great structures expressive of the will and spirit of their peoples.

Father Jacques Marquette and Louis Joliet were the first white men to cross the Chicago River. [Original Owned by Chicago Historical Society.]

Our government, in the building of the great Panama canal, is engaged in a work of eliminating waste. The canal, destined to shorten the steamship route around the world, is to be an instrument in the saving of immeasurable millions of money in the expense of carrying ocean freights, besides saving years of time in the lives of coming generations and of people who will benefit by quick transit of property between the Atlantic and Pacific oceans. Chicago, in the construction of its great drainage canal from Lake Michigan, engaged in a great task of preventing waste. The building of the canal was to prevent waste of health and lives of the people of Chicago by stopping sickness and death from maladies that could be prevented by providing pure water and the quick disposal of disease-causing sewage.

All about us in Chicago we see, every day, if we observe closely, some new and important steps being taken to further this world-wide movement to prevent waste.

Immediately After Great Chicago Fire of 1871—Population 334,270.

In our homes, on the streets, in our great stores and factories, we see this wonderful movement for economy and saving being developed. Will a new cleaning process

save work or money in our homes? If so, we adopt it. Will a new pavement or system of cleaning in a street be better and cheaper than the old? If so, we have it done. Can shavings or wood formerly thrown away at a factory be profitably made over for use? If so, waste of such material is stopped. Elimination of waste has become the greatest work in the world. Mankind is saving. Economy has become the watchword.

*City Problems in Saving.* Almost every boy and girl today knows something of how cities are maintained; how they are kept clean, with lighted streets making it easier and safer to go about; with policemen and firemen working to keep order and protect our homes from fire; with a great health department busy preventing the spread of disease; and with our schools kept open and the teachers and janitors paid by the people, that the children may be educated and prepared for their work in life. The boys and girls know that these things are purchased by use of money paid by all the people as taxes.

CHICAGO. Tremont House, Corner Lake and Dearborn Streets, 1865—Population 225,000.

To almost every girl and boy, then, it is clear why the people ask and require that tax money shall be economically spent. It is clear to all that the more carefully money is spent for street cleaning the more clean streets we will have; that the cheaper lights can be obtained for the streets the better will the streets be lighted for the money spent; that, in short, the more waste of tax money is prevented the better it will be for everybody, and the better our city's affairs will be conducted. It becomes quite clear, therefore, why the movement for economy and saving is being applied to city affairs.

When boys and girls realize this, then, is it not natural for them to take it to be their duty to understand these things of the present day and interest themselves in this work of saving? The more such waste is prevented the less money will be needed for taxes, which means that more will be left in each home every day or year to buy things which give comfort and pleasure to each family. This thought is naturally followed in our minds by another. We ask ourselves: If there is waste today, what can we do to prevent waste tomorrow and in the years to come

when those who are children now will be grown up and have to earn the money spent in taxes?

That question again brings to all our minds the fact that we are living in Chicago, fourth city of the world in population, and that we therefore have a greater responsibility than the people who live in little cities or towns. It makes us feel important, as we really are. It makes us feel that we ought to look closely to preventing waste in the future in this city. We are not satisfied just to think of saving money being spent this year in Chicago. We remember that our fathers thought of their yearly needs and at the same time constructed and managed the great drainage canal for Chicago and to benefit us.

*A Great Task for Chicago.* The young people of Chicago, having thought of these things, and thinking how much greater Chicago is today than it was when their fathers and mothers were young, want to join hands in doing work to be proud about, and so make for themselves in days to come as much fame as their fathers gained by digging the greatest drainage canal in the world. They want to do a work that will be a blessing to their children and to all the people of Chicago in all the years to come—some such work as the drainage canal, which was built by their fathers and is a blessing to them today.

We start out in this idea for a great work for Chicago with two things decided. The work must be big enough to attract the attention of the whole world and make people everywhere admire us for doing it; and it must be a work of economy, of saving time and money, of increasing health and happiness, and of bringing increased wealth and prosperity to the Chicago of the future.

As our city is only our larger home, to decide what is the great thing we are to do for Chicago we can take a lesson from facts familiar to us in our homes. Each of us knows that at home the first step to economy is good order. We know, from observation, that the wasteful household is the one in which the furniture is always disarranged and in which the rooms are untidy. We know that waste and extravagance in the home goes hand in hand with disorder. Imagine how time and effort would be wasted in our homes if things constantly used about the stove in the kitchen should be stored in the front hall, if pianos should be permitted to obstruct narrow hallways, if our iceboxes should be kept in attics and our dining tables in the sleeping apartments. Yet we all know that some or all of these absurd conditions result upon hurriedly moving into a house, with consequent waste, turmoil, and bother until we manage to put the house in order.

Now Chicago, our larger household, is today in this state of turmoil from moving. One of the youngest cities in the world, we have moved into it so hurriedly we have not had time, as yet, to set about arranging it. Let us see if this work of arrangement, of bringing good order and convenience into our city household, and of thus rivaling all the cities in the world in time-saving, convenience, and attractiveness, is the task to which we should bend our energies.

We can readily see that if this work of creating good order, cleanliness and beauty will result in saving time, doing away with the smoke evil, banishing unnecessary noise and dirt, promoting good health, assuring happiness and prosperity to the millions upon millions of people yet to live in and visit Chicago, it will be a greater work than ever has been done by any American city. Moreover, as it will be work done for all

time to come, it is much more important than any work directed only to effecting a saving in the present expenditures of Chicago.

We of today are forced, by their bravery and steadfast purpose, to admire the works of the men and women who as pioneers entered and settled our country. Also we admire the great scientists of the world whose toil and careful thought led to creation of the great things of modern civilization. Here is a chance, though, for us to be both pioneers and scientists—leaders and workers in the new and fascinating science of city building on a plan sure to result in tremendous economy to millions of people and tremendous fame for Chicago and for the men and women who share in the work of making Chicago a truly great, convenient, healthful and beautiful city by encouraging and developing the "Plan of Chicago."

1. *What is happening all over the world at this period?*
2. *What is operating more strongly today than ever before in the history of man?*
3. *Name three things created by the movement of mankind to congregate in cities.*
4. *By what has the growth of cities been preceded?*
5. *What has come to the people with increased power in cities?*
6. *Where does Chicago stand with the world's large cities in point of population?*
7. *State two things Henry Drummond said about cities.*
8. *What is the old saying about a penny?*
9. *What have we been forced to realize in the growth of cities?*
10. *Why must we be saving of food products in cities?*
11. *What has been undertaken in cities to save lives?*
12. *To what were the best efforts of mankind devoted before the growth of cities?*
13. *What is it that the best minds and greatest efforts are bent on today?*
14. *State the first three things of which our cities are demanding the conservation.*
15. *What is the first thing the Panama Canal is destined to do?*
16. *What saving will the Panama Canal effect?*
17. *What was intended by the construction of Chicago's drainage canal?*
18. *What did the building of the drainage canal do for the people of Chicago?*
19. *What two things are decided in starting now a great work for Chicago?*
20. *What is the first step to good order in the home?*
21. *What is it that goes hand in hand with disorder in the home?*
22. *What is it that is our larger home?*
23. *How have we moved into Chicago, our larger household?*
24. *Name a science that is new and fascinating.*
25. *How can we make Chicago a truly great, convenient, healthful and beautiful city?*

## CHAPTER II

## THE BASIS FOR CITY PLANNING

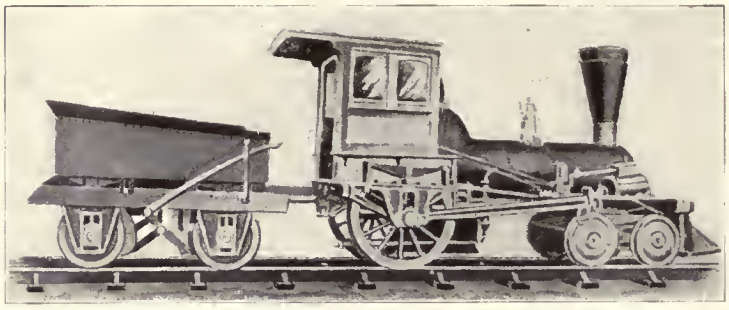
Before undertaking any important task all eareful persons first review in their minds the faets that make the task neeessary, the reasons it should be done at onee if promptness of aetion is needed for best results, and all important elements affeeting the plan for the work at hand. Let us, then, turn our minds to that preliminary study as related to the future of Chieago. That makes neeessary, of eourse, brief notiee of Chieago's past, thoughtful eonsideration of Chieago's present, and deep effort to foresee Chieago's future.

CHICAGO. Michigan Avenue looking towards the South. Proposed double roadway running to a plaza at its intersection with Twelfth Street and a suggestion for buildings to surround the place, including re-arrangement of the Twelfth Street railway station.
[Copyrighted by the Commercial Club.]

While modern history relates to us the founding of Chieago as an outpost of our nation with the building of Fort Dearborn in 1804, and the ineorporation of the eity in 1837, adding that the eity's growth has been the wonder of the world, there is little in history as usually written to show Chieago's real importanee as a eenter of aetivity from earliest times. It is a faet of importanee that Chieago, as far baek as the most earnest researeh has been able to disclose, has been a center of trade and eommeree.

Every Indian tribe in the entire plains eountry, living at the headwaters of the Mississippi and Missouri rivers, far up in the Canadian northwest, in Ontario at the northeast, and throughout Wiseonsin, Miehigan, Ohio, Kentueky, Indiana, Missouri, and all the Mississippi Valley states knew of Chieago as a gathering and trading

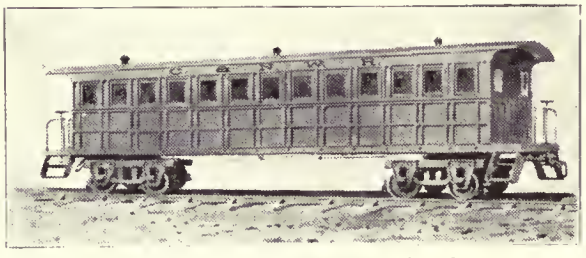
place of all the tribes. Frequent meetings of the various tribes were held here. Broad, well-traveled trails led into the



The First Locomotive in Chicago, 1848.

country roundabout in every direction from Chicago.

Some of these Indian trails, running in straight lines from the mouth of Chicago river, became farmers' roadways upon the settlement of the territory roundabout Chicago, and with the growth of the city were developed into some of our most important streets. Thus it is seen that even the savage peoples inhabiting the country for centuries before the advent of the white man recognized in Chicago's location a natural center for the activities of man.



Chicago's First Passenger Coach.

domain controlled for commerce and trade by Chicago is larger than Germany or France. Part of this territory is bounded by three thousand miles of navigable waters. It is pierced by rivers flowing into the Great Lakes, the Mississippi and the Ohio. The land in the territory is practically all arable, and able to support an enormous population. The land is level, making the building of railroads and canals easy. Earth and forest throughout this vast domain yield an abundant and great variety of products upon which traffic thrives and trade grows wealthy.

These conditions go far to remove any wonder that development of this territory has been marvelously rapid, or that a powerful city has been built at this far inland point where land and water transportation meet. It was by these condi-

Modern Steel Railroad Train, 1911.

No section of our country, except New England, has so clear and distinct a history as the territory centering at Chicago. The tions that Chicago grew in the last fifty years of the past century from a city of thirty thousand to one of two million peo-

ple, and that despite a fire which in 1871 destroyed most of the city with a money loss of $190,000,000.

Today all indications point to continued gains in population for Chicago. The facts are, that with a population of 2,250,000, Chicago is gaining at the rate in excess of 65,000 persons yearly. The elements making for greatness of the city are tried past all doubt, are assuredly permanent, and men know they may now build confidently for a future secured to Chicago by the combined forces of nature and humanity. No city in the world can build houses for its people so cheaply or find employment for them so well as Chicago.

Chicago's First Railroad Depot.

The inflow of people to Chicago has been so rapid, the growth of the city so marvelous, that no time has been had to plan for proper and economical disposition of the population. It has been a matter of hard and fast work to erect shelters for the people and buildings in which to employ them. But now, with the growth of the sentiment for saving and good order in cities, Chicago's people are taking hold of new problems to be solved if the city is to continue safe, prosperous, and mighty among her sister municipalities.

$20,000,000 Northwestern Passenger Station, Opened 1911.

Thoughtful people, studying even the one phase of congestion in Chicago's streets, are appalled at the waste of time, strength and money involved. They stagger at the toll of lives taken by disease when sanitary precautions are neglected. We are all distressed at the outbreaks against law and order which scientists assure us result solely from narrow and pleasureless lives of our people.

And so, today, we are no longer first interested in the growth and size of Chicago. How are we living? we ask. Are we making right use of our opportunities? Is Chicago a convenient place for business? Are its people comfortably housed? Will our future people be able to stand the nervous strain of city life? If we acquire wealth, will we have to go elsewhere to enjoy the fruits of independence? Ought not our city to grow better as it grows bigger? What can we do to make it better?

We of Chicago are today face to face with the fact that fifty years from now, when the children of today are at the height of their power, our city will be larger

than London, having more people than any city on earth today. It has been estimated by a street car transportation expert of Chicago, that if conditions here and in the country about us continue in the future as in the past Chicago will have 13,500,000 people in 1952.

Most school children know that a large area of land in the northwest and in Canada not previously cultivated is at this time being made into homesteads by hundreds of thousands of farmers. This means that Chicago is to be the great market place for these people, the great center whence will go the machinery, clothing, foodstuffs, and other supplies for this extending civilization.

Most school children know, too, that by building irrigation works and canals our government is opening to settlement millions of acres of rich land which farmers have not been able to settle upon in the past because of its dry and arid condition. This, too, means growth for Chicago in trade, manufacturing, and wealth.

Another factor promising to build up Chicago is the opening of the Panama canal, which is to be completed and opened to the world's commerce in 1915. This event will certainly be followed by an intensive development of the Mississippi Valley, by the addition of millions to the population there, and by consequent increase in the population and business of Chicago.

This world commerce is to be a heritage to the school children of Chicago today. It will be left to them to develop by the men and women who have that task in hand in the present years. To them, also, must be left the solution of all the problems of city building, and they must answer all the questions on the future condition of their city. These facts show how important it is that all the children who now are old enough to understand their responsibility shall carefully study conditions today and make up their minds to faithfully carry out their duties to themselves, to the children of the future, and to our well-loved city, Chicago.

It is certain that Chicago is to continue to remain one of the greatest cities on earth. It is probable that Chicago will become the world's metropolis. It is the duty of her children to look ahead and plan for this future of Chicago, watchfully guarding Chicago's rights, hopefully working to build Chicago on a plan that will make certain their city's development into the most convenient, beautiful, healthful, and attractive city in the history of the world. By doing this the children of Chicago today can in future years gain for their city and themselves a fame as wide as the world itself and as undying as the gratitude of their children of a hundred generations.

1. *What do careful persons do before undertaking any important task?*
2. *What preliminary study is neecssary as related to the future of Chicago?*
3. *In what year was Fort Dearborn built?*
4. *In what year was Chicago incorporated as a city?*
5. *What has Chicago always been as disclosed by the ablest research?*
6. *Name the states and territories from which early Indian tribes knew of Chicago as a trading place of all the tribes.*
7. *What did the savage peoples inhabiting the country for centuries recognize in Chicago's location?*
8. *The domain controlled for commerce and trade by Chicago is larger than what two foreign countries?*
9. *How many miles of navigable waters bound this territory?*
10. *Why is it easy to build railroads and canals through the territory surrounding Chicago?*
11. *What caused Chicago to grow in fifty years from a city of thirty thousand to one of more than two million people?*

*12. What was the loss of the Chicago fire in 1871?*

*13. What is Chicago gaining yearly in population?*

*14. Why has no time been had to plan for proper and economical disposition of the population of Chicago?*

*15. Why is Chicago now taking hold of new problems for saving and good order?*

*16. At what are thoughtful people appalled when studying one phase of congestion in Chicago's streets?*

*17. What do the scientists tell us are the results of narrow and pleasureless lives of our people?*

*18. What are the questions Chicagoans are now asking themselves to replace the no longer first interest in growth and size?*

*19. What is it estimated that the population of Chicago will be in 1952?*

*20. State three reasons for the future growth of Chicago?*

*21. State two reasons why it is important that children who are old enough should carefully study Chicago conditions today.*

*22. Give three reasons why it is the duty of children to look ahead and plan for the future of Chicago.*

*23. What will the children of Chicago today gain for their future and themselves by watchfully guarding Chicago's rights?*

## CHAPTER III

# POSSIBILITIES OF EXPANSION

Three great factors may be said to control the destinies of our modern cities, so far as growth in population is concerned.

Passenger Steamer Entering Chicago River.

The first is the extent of rich and populous territory into which their trade and commerce can be extended. The second is the supply of raw materials near at hand for feeding and housing their people and for use in manufacturing products to be sold in the tributary territory. The third is the extent of the railway and water transportation facilities by which commerce may be easily and cheaply handled. In all these three elements Chicago is equaled by no other city in existence.

Mouth of Chicago River.

The richness and resources of the vast territory lying about Chicago is known to every school child. The wide prairies to the south, west, and northwest produce corn, wheat, and oats. We have the cheap and abundant coal from the mines of Indiana and Illinois; the copper and iron from Michigan and Minnesota; the zinc from

Shipping in Chicago River.

Missouri and Wisconsin; the fruits and vegetables from Michigan; food products of every sort come to us from every direction round about.

Logging in Minnesota.

At the western edge of Chicago, almost within the present city, we have unlimited supplies of stone, which, crushed and mixed with the cement produced by mills within the city itself gives us cheap houses of enduring concrete. Brick we make from the clay underlying our city on every side. Lumber comes to us by lake from the forests of the north. Steel for our buildings we produce from the iron borne to us by water from the northern mines.

Finally, turning to transportation, we find Chicago already the greatest railway center in the world. Double-tracked steel highways stretch in every direction possible, running to the Pacific on one hand and the Atlantic on the other, skirting the Mississippi to the Gulf of Mexico. These railways draw to Chicago an ever increas-

Grand Crossing, Chicago, Showing a Section of Chicago as a Great Railway Center.
[Note: Since this photograph was taken, these various tracks have been elevated at great cost in order to eliminate dangerous grade crossings.]

ing trade. Magnificent steamships enter and pass out of our river, and from our harbors carry their great burdens through hundreds of miles of lake and river water-

Thrilling, indeed, is the story of man in his building of cities, but no more striking chapter in the story can ever be told than that of the upbuilding of mighty Chicago,

Reaping Wheat in North Dakota.

courses. And now we are on the verge of a new development of water traffic. People of Illinois have voted to expend $20,000,000

reaching out through times of peace and war in the commercial domination of the wide empire surrounding her.

Cattle Range in Nebraska.

in beginning the development of water commerce across the state by way of the drainage canal and the Illinois river, intending

In ancient times, when tribes and nations were constantly at war, city growth was limited by the possibilities of defense.

Farming Country in Illinois.

to connect the traffic of the lakes with that of the Mississippi river and the Gulf of Mexico.

Cities then were built upon islands, where the surrounding water would impede the approach and operations of any attacking

or besieging force, or upon high places abounding in stones, of which walls could be built to protect the city from attack and enable its people to repel invaders. It was only when a nation became very strong in numbers that its people dared build their cities upon open plains or in a position easy of attack by opposing armies.

Coal Mine in Illinois.

Later, when by cooperative effort various tribes in different parts of the old world were drawn together in one government, and the building of larger cities was attempted, mankind learned that as water transportation was the only means of conveying merchandise in quantities, the great cities were all built as ports upon the water. The most extensive business being upon the seas, the larger number of dominant cities were seaports.

As the seaports attracted commerce and grew in population and wealth, they became, naturally, the seats of government of the various nations. Kings and emperors were attracted there, and established their courts in these cities, whence they could easily send out their armies by water

Flour Mills and Elevators in Wisconsin.

cities were peculiarly the creatures of transportation. To grow great it was necessary that they be accessible for travel and trade from long distances. Naturally, and also most easily rule their peoples under their various codes of civil law.

As growth of the nations brought greater security to them, the seaports waned in

importance. New centers of government and trade were established upon the great rivers, that the rulers and merchants might be in closer contact with larger numbers of people. Some of these new cities, and the ones which today remain the most populous and powerful, were open to commerce from the sea for all the craft of those days. The people sought the advantages of inland location, but could not relinquish their needed water transportation.

Peach Orchard in Michigan.

Examples of world renowned cities thus constructed by early peoples include Rome, built fifteen miles up from the Mediterranean Sea upon the Tiber river; Paris, built upon the Seine river near its juncture with the Marne, ninety miles in a straight line from the English channel; and London, built upon the Thames river, about fifty miles from its mouth. These cities, owing to their position inland being joined with their water transportation, have always been centers of government and held leadership in commerce, and so are today the capitals of Italy, France, and England.

South Water Street, Chicago.

As nations grew and developed the interior of their countries the growth of population has ever been inland. Commerce, an instrument of the people in civilization, followed this inland movement. The greatest force in this development has been the railroad, which in the last seventy years has changed the course of trade and commerce in all countries and developed the interior lands everywhere to a degree impossible before the era of steam power.

Paris and London have become great railway centers. The railway, too, has developed that other magnificent European city, Berlin, to proportions beyond the dreams of people of a hundred years ago. Berlin has grown, under the magic of rail transportation, with a rapidity as great as Chicago. The two cities are today almost equal in population. The greatest growth on earth has been in the interior of our country because we adopted the railway earliest and developed it quickest to its highest efficiency. The railway has been the chief instrument in the upbuilding of every city in this coun-

Apple Orchard in Michigan.

try, for even in our seaports modern trade would languish and die were it not for the constant flow of commerce through them by means of the railway systems.

Until the advent of the railroad, with its power of quickly moving large quantities of freight and large numbers of people, time had much to do with the building of cities. Commerce moved slowly. Trade increased only as slow moving sailing ships were able to traverse wide bodies of water and develop friendly relations between distant nations. Merchants, even in times of peace, were able to extend their business only after much time had been consumed in inquiries as to trade conditions and the moving of merchandise.

But with the railroad all business was stimulated and quickened into activity. The mails carried letters in a few hours that couriers or ships formerly required days to deliver. A few years of this awakening, and another boon to commerce came in the invention of the telegraph, quickly followed by the telephone. Deep sea cables then came to link all nations together, and in a few short years the foundations of our present world commerce were deeply laid. Recently the wireless telegraph was added to the agencies of commerce. Later still came the aeroplane. What tomorrow may bring to aid man in his development of nations and the expansion of cities no man can tell.

It is the dominance of the railroad over the affairs of mankind that enabled Chicago in seventy-five years, to gain a population exceeding two millions, while Greater New York made up of several cities in existence nearly three hundred years, and the central city of a territory having populous cities for the same period, has about four and one-half millions. Our leading cities, of course, are all monsters in population, power, and wealth, as compared with old-world cities in point of age.

London is probably more than 2,500 years old. It was an ancient city of Britain when the Romans resettled it in 43 A. D. Paris is more than 2,000 years old, and was an ancient capital when conquered by the Romans in 292 A. D. Rome is nearly 2,650 years old. As near as can be determined it was founded 753 B. C. St. Petersburg and Berlin are the youngest capital cities of the leading European nations. The former was established in 1703, and the latter was settled in the 13th century. Both are inland cities, and have grown tremendously since the advent of the railroad to the forces of civilization.

"Westward the star of empire takes its way," is a quotation familiar to all of us. It expresses in a few words the history of the world and its great nations. In times of antiquity the centers of civilization, of commerce, trade, and population were in Asia and Africa to the east and south of the Mediterranean sea. Tyre, Sidon, Babylon, and Nineveh were the Asian cities holding primacy over their myriads of people, while Memphis and Thebes were the populous centers of Egyptian life in the era preceding the birth of Christ by thousands of years. Westward to Greece went the scepter of dominion, and still westward to Rome. Finally, ever westward, the sway of the world-power was bestowed upon the countries of western Europe, and during the last half century the world has been startled and amazed at the growth in population, wealth, and power of our own American nation.

The westward trend of population and power in the world during centuries has been equally true in our country itself throughout its history under the dominion of civilized man. Every ten years a cen-

sus is taken in the United States, and at every census the center of population has appeared to be farther westward. The center now is in Indiana, which makes Chicago truly the great central city of the country.

Within the last few years a great change has come in the methods of settling and cultivating our agricultural areas which is operating to retard the westward movement of the American center of population, and which assures that Chicago will remain for many years the central city of the nation. It was formerly the custom to operate large farms, sowing and harvesting grain crops. This has proven a wasteful system, as it weakens the soil by taking from it elements of fertility. We are changing, therefore, to a system of smaller farms upon which we are producing a variety of crops. This system is fast multiplying in the middle west the number of people working upon farms, and so increasing the numbers having trade and commercial relations with Chicago.

We have, then, to assure the expansion of Chicago in trade and power, a city set in the center of the largest and richest centralized territory on earth. We have a city where commerce flows to and fro by water and rail with an ease and economy unmatched by any city in the world. We have unlimited room for growth of this city, and unlimited supplies of cheap building material. We have all forces known working to promote Chicago's interests, to increase Chicago's commerce and to extend the trade of her merchants and manufacturers. We can well see, therefore, that Chicago will go forward, and how her two millions of today may be multiplied many times in from thirty to fifty years.

Seeing this, and understanding the conditions that are giving Chicago this opportunity to become probably the largest city of the world, we can all clearly see that it is our duty to aid in this city building work, and to arrange, if we can, that as Chicago grows into the largest it shall also grow to be the best-ordered, most convenient, and most attractive city ever governed by mankind.

1. *In what three elements is Chicago equalled by no other city in existence?*
2. *What is it that is known to every school child?*
3. *Name the resources near Chicago and state where they come from.*
4. *Of what is Chicago the greatest center in the world?*
5. *Describe transportation of Chicago river and harbors.*
6. *What is the striking chapter in the story of man in his building of cities?*
7. *Why in early times were great cities built as ports upon the water?*
8. *When the building of large cities was attempted, what did mankind learn?*
9. *As seaports attracted commerce and grew in population, what did they become?*
10. *As growth of the nations brought greater security to the seaports what happened to them?*
11. *Why were new centers of government and trade established upon the great rivers?*
12. *Name and locate three large cities built inland on rivers.*
13. *What has the railroad done in the past seventy years?*
14. *Why has the growth of the interior of our country been greater than anywhere in the world?*
15. *Why has the railway been the chief instrument in the upbuilding of every city in this country?*
16. *Name the four inventions which with the railroad aided man in the development of nations and the expansion of cities.*

17. *What enabled Chicago to gain a population exceeding two millions in seventy-five years, while New York, made up from several cities, gained but four and a half millions in population in three hundred years?*
18. *How old are London, Paris, Rome and Berlin? State in order.*
19. *What quotation expresses in a few words the history of the world and its great nations?*
20. *Where were the centers of civilization and commerce in times of antiquity?*
21. *What has been the course of commerce and trade westward?*
22. *What has startled and amazed the world in the last half century?*
23. *What has been shown every ten years when the United States Census is taken?*
24. *What makes Chicago actually the great central city of the country?*
25. *Why may we be assured that Chicago will remain for many years the central city of the nation?*
26. *Why may we assure the expansion of Chicago in trade and power?*
27. *What enables us to see that Chicago will go forward and how her two millions of today may be multiplied many times in thirty to fifty years?*
28. *What obligation does Chicago's opportunity to become the largest city in the world involve upon us?*

CHAPTER IV

# CITY BUILDING IN ANCIENT TIMES

In the early history of all nations two conditions governed the location of cities. First, they selected sites offering natural means of defense. Later, when by the power of their armies they were able to maintain peace over a broad area, and when commerce was developed, men gathered together at particular points favorable to trade and industry, and built fortifications around them. It was these latter points which gave the world the great cities of ancient times, built at the time of the highest development of peace and civilization within the nations.

These conditions requiring defense from enemies without had much to do with the early cities of America. The natural fortifications around the site of Quebec made that city an early center of western civilization. New York was an early example of an American fortified town. Chicago itself, in its infancy, was protected against attacks by Indians by the high wooden ramparts about Fort Dearborn.

CHICAGO. View looking West over the City Showing the Proposed Civic Center, the Grand Axis, Grant Park and the Harbor.
[Copyrighted by the Commercial Club.]

So it has always been that only after a nation became powerful could its cities extend their borders freely, and disregard the necessity of being guarded from attacking foes. The greatest of these ancient cities, and those whose works live in history as known to all mankind today, were laid out and built according to perfect and complete plans, drawn by the greatest architects of ancient times, and adopted

and carried out by city dwellers inspired by pride and love for the cities in which they lived.

Athens During Siege of the Venetians.
Original drawing made in 1687.

The earliest known example of a city built in accordance with a definite plan was Babylon. Singularly, perhaps, it was a woman, Queen Semiramis, who decided upon the work of constructing upon the banks of the Euphrates river the greatest city in the world. Upon plans produced by the architects she commanded, the work of building Babylon was begun. Vast armies of men were employed, and before the end of her reign a city so magnificent and glorious was built that its fame has survived thousands of years, although the city itself has disappeared, its ruins being covered for scores of centuries by sands and shifting earth.

Ancient City of Babylon.

When ancient cities are mentioned we unconsciously think of the famous city of Athens. Here, also, was a city built by a nation grown rich, and enjoying the highest civilization ever attained before our own. The Greeks, having conquered and being in control of almost the whole world as then known to man, set about building

Panorama of Modern Athens.

Athens as their great capital city. Five miles from the sea, and upon high ground where the city could be seen for miles from every direction, they built Athens, surrounding it with high walls for protection, and also building high walls about the broad way connecting the capital with its port, Piræus. Having built the city to plans by their greatest architects, the Greeks called upon their great artists and sculptors to decorate it, and their skilled landscape gardeners to save for it the beauties of nature. The result was not only to make Athens the world's most famous city of its day, but to establish for a nation shattered and destroyed thousands of years ago a place in history today as high and proud as ever was attained by any people.

Pericles, who planned ancient Athens. From a Marble Bust in the Vatican, Rome.

The Greeks in the building of Athens had in mind principally the creation of beauty. Their aim, in which they so well succeeded, was to produce from stone and mortar a work of art which would enthrall the world, and gain for the people of Athens the world's tribute to beauty in architecture. Their success is known to all of us today, for we all know that when the peoples of northern Europe emerged from the period of warfare and disruption known in history as the Dark Ages, and began the building of cities, the world's architects turned to fallen Athens for inspiration, and we know that our most beautiful buildings today are construeted along lines created by the Greeks.

Athens and the Acropolis.

The ideals governing the Greeks in city planning were departed from in great degree when the Romans came to a decision to improve and beautify their great city. Rome, in its early days, was squalid, unkempt, ill-drained and foul. It was little more than the head quarters of a rough, ambitious, ever-moving army. Roman warriors, accustomed to hardships in the field, expected little luxury at home. But as conquest brought wealth, national pride was born to the Romans. They wanted their city, from which the world was governed, to stand before the world as the embodiment of power and magnificence.

Rome in the XIVth Century.

Mistress of the world, levying tribute of wealth upon every nation surrounding her, enslaving conquered peoples by thousands as her victorious armies spread over the globe, Rome undertook to make use of the world's riches in aggrandizing herself. Roman emperors, one after another, took up great public works. The world's ablest architects were called upon for plans for buildings. There was no lack of wealth to carry out the great works undertaken. There was no limit to the supply of labor to fulfill the broadest plans architects could conceive. If men or material were wanted all would be supplied by the power of the Roman armies over the inhabitants of every part of Europe.

The Romans began their great city building work in the very heart of their capital. Out of the wide public market place they evolved the Forum. Temples, treasure houses, senate and court buildings were erected. Wide arches and vast monuments were built about this civic center by succeeding emperors to commemorate for the people of Rome the triumphs of successive reigns. As these great monumental works were

Augustus Cæsar, the Roman Emperor and City Builder.

done the emperors, to improve health conditions in the crowded city and to open the great buildings to view, began the development of a system of wide streets.

Thousands of buildings, which had housed the people in the days of Rome's early growth, were torn down. The city was opened to the light and air. Parks and open spaces were created and beautified. The hills and valleys round about the city, formerly dumping places for the city's refuse, were made into magnificent gardens. Romans of wealth, upon their death, bequeathed to the city land for parks and gardens or for public buildings. Roman youths were taught that all they enjoyed in life they owed to their city, and that true patriotism meant personal sacrifice for the good of Rome.

Panorama of the Roman Forum.

It is not, in fact, until we come to consider the building of Rome, that we meet the chief elements of city planning that make up the convenient and beautiful city of today. Rome was the first great city built under realization of the fact that for a city to thrive and survive provision must be made for good health and convenience of the people. It is impossible to say how great Rome's population was at its greatest period. It has been closely figured at 1,630,000 abont 15 B. C., while there has been enumerated, as existing toward the close of the city's great career, and about three centuries after Christ, eight great open spaces set apart for games and gym-

ROME. Baths of Caracalla.

nastic exercises, eighteen public squares, and about thirty parks and gardens. Many

An Ancient Roman Circus, Near the Appian Way.

of the parks had been laid out by private citizens for their personal comfort, but afterwards became city property by bequest, purchase or confiscation. Besides these, there were the many great temples, with their colonnades and fountains, the spacious cemeteries open to the public, the broad avenues and long shaded porticos expressly built that citizens might move about pleasantly in hot or stormy weather. And finally there were the city's extensive baths, which at the height of the city's magnificence had accommodations for 62,800 citizens at a single time.

It was the devotion of the Romans to Rome's welfare, coupled with their recognition that it was each citizen's duty to help build up a great, healthful, convenient and beautiful city, that made Rome the most wonderful city of all ages. It was because its people were devoted to their city that Rome came to be known as the "Eternal City," established in history with a fame so great and enduring that it cannot be forgotten or blotted out so long as man shall inhabit the earth.

So may it be with Chicago if her people will it. Chicago has no conquering armies, as Rome had.

The Arch of Constantine, Rome.

Her forces are made up of the regiments of toilers, enlisted in the army of industry.

Chicago levies no tribute upon her provinces by force of arms, as Rome did. Her tribute is the more secure and lasting one that is paid willingly by the millions in the broad zone over which Chicago holds commercial dominance, her reign assured to her forever under conditions of peace. Chicago's opportunity is not one of building a powerful and magnificent city for men of future ages to marvel at as a thing wonderful even in death and decay, as was Rome's opportunity. The way is open for the people of Chicago to build a city as much more magnificent than ancient Rome as the modern steamship is more commodious and powerful than the oared galley of the ancient Roman conqueror, and as enduring as the life of a nation whose policy of peace is as fixed as the very course of the earth about the sun.

Pantheon, Rome.

Forum, Rome.

1. *What two conditions governed the location of cities in the early history of all nations?*
2. *In what respects were certain early American cities like ancient cities?*
3. *What made Quebec an early center of Western civilization?*
4. *Of what was New York an early example?*
5. *By what was Chicago, in its infancy, protected against attacks by Indians?*
6. *What enabled nations to freely extend the borders of their cities?*
7. *How were the ancient cities whose works live in history laid out?*
8. *Name the earliest known city built in accordance with a definite plan.*
9. *Who decided to build Babylon according to a plan?*
10. *What is known of the city of Babylon as having been built by a plan?*
11. *Name the ancient city which was built by a nation having conquered almost the whole world then known to man.*

*12. How was the ancient city of Athens built?*
*13. After building Athens to plans by their greatest architects, what did the Greeks do?*
*14. What was the result of planning and beautifying Athens?*
*15. What was the aim of the Greeks in building Athens?*
*16. How well did the builders of Athens succeed in their cherished desire?*
*17. Describe Rome in its early days.*
*18. What did conquest bring to Rome?*
*19. What did the Romans want when they had attained power?*
*20. Where did the Romans begin their great city building work?*
*21. Describe the Roman Forum.*
*22. What other improvements did the Romans make when the Forum was finished?*
*23. What did the Romans of wealth do upon their death?*
*24. What were Roman youths taught?*
*25. What was Rome the first to realize of any great city?*
*26. What was Rome's population closely figured at its greatest period?*
*27. What was the extent of the provision of Rome for the comfort, health and happiness of her people toward the close of the city's great career?*
*28. What made Rome the most wonderful city of all ages?*
*29. By what other name is Rome known?*
*30. What is Rome's place in history?*
*31. What are Chicago's advantages in contrast to Rome's?*
*32. What is Chicago's opportunity?*

CHAPTER V

# CITY BUILDING IN EUROPE

The wisdom of city building upon properly drawn plans is proven even more clearly in the experience of modern cities than in the cities of the past. The necessity for such work is more grave under modern conditions of life, too, with the rapid growth of cities, than in the days of ancient nations. In those days, when men and materials were moved from one place to another slowly, city growth was naturally much slower than today. To give Rome a population of a million people, and to create the system of feeding and sustaining such a population, required hundreds of years in the life of the most progressive and forceful nation then on earth. Within a lifetime, on the other hand, Chicago became a city of over two millions. Thus, where the Romans had centuries to see the need of city planning and to begin work upon it, we of today must see at once and act immediately.

The right building of modern cities was first undertaken in France. The French capital, Paris, is the best example of successful city planning and building on earth today, and because it was well planned and well built it is one of the largest and wealthiest cities of the world.

CHICAGO. Proposed boulevard on Michigan Avenue, view looking North from a Point East of the Public Library.

[Copyrighted by the Commercial Club.]

Paris has reached the highest development of all the world's great cities, and because the conditions making for the growth of Paris are strikingly like those surrounding Chicago, the French metropolis presents an interesting subject of study for the people of Chicago.

To begin a comparison of the two cities, Paris had its origin in a marsh. In the century before the Christian era, Paris

PARIS. Avenue des Champs Elysees Looking Towards the Arc de Triomphe.

was a little village on a low island in the Seine. Chicago, also, was built upon marshy land. The cities are alike, too, in that each adjoins a vast level plain upon which houses may be built indefinitely, and each had at its doors a limitless supply of building material. Fertile lands afford a bountiful supply of provisions for each city, while numerous watercourses radiating from each provided at the beginning the ways of commerce so necessary to upbuilding a city.

About the year 1700, and during the reign of the great king, Louis XIV, the plans of the Paris of today were laid. The king called upon the leading architects of his country to plan the city, and they surveyed the territory adjoining the then crowded, dirty and ill-smelling city as the site for the Paris of the future. During the next century these plans were continued, and some of them put in effect. From that time until today, through times of war and of peace, the people of Paris have worked on the plan prepared for Louis XIV, with the result that they have a city that amazes the world by its beauty and attracts to itself a tremendous wealth and trade from all quarters of the world.

Napoleon Bonaparte, the great general who led the invincible French armies in the early part of the nineteenth century, and became emperor, is honored in the memory of the French people today quite as much for what he did for their beloved Paris as he is admired in their memory because of his military genius. Napoleon realized that the city, then of seven hundred thousand people, would become the home of two or more millions. He realized, too, the danger to the city and its people from its then crowded condition. He proposed to give Paris, the center under his reign of the

Louis XIV of France, the Original City Builder of Paris.

widest government since Roman times, a splendor eclipsing that of any existing city.

Napoleon began a great work of opening up the city. He made almost forgotten plans effective by cutting new streets. Under his direction superb new bridges were constructed across the Seine, and he transformed the banks of the river by building new quays. He built the first sidewalks in Paris, and lighted the streets at night. Napoleon began, too, the erection of great monuments to commemorate the valor and the victories of his armies. Arches and columns which today are famous the world around are among his works.

The successors of Napoleon continued the works he had started, and for fifty years, as the city grew, the public projects continued. In 1853, Baron Georges Eugene Haussmann, who lives in history as the greatest city builder of all time, took charge of the completion of the improvement and beautification of Paris. Still working on the broad lines laid down by the architects of 1700, Haussmann opened up all of the old city of Paris to light and air. He cut new streets here, widened old ones there, tore down hundreds of old structures that beautiful buildings could be brought to view. He placed the railroad stations in a circle about the old center of the city, and opened up fine ways of access to them, and particularly he created new diagonal thoroughfares to shorten distances in the city.

The work of Baron Haussmann in Paris is like the task which must be accomplished in Chicago that we may put our rapidly growing city in order so it may continue its development with increasing good order and beauty. The population of Paris when Haussmann began his work was half a million less than the number of Chicago's people today. The work cost $265,000,000. Owing to Paris being the capital of the French nation, a large part of the cost was paid from the national treasury. The people supported the men advancing the improvements because they believed that an improved city meant greater wealth for its people. This theory has been proven correct, as people from all parts of the world visit Paris in great numbers each year, and there spend large sums among the merchants and tradespeople.

PARIS. Court of the Louvre.

That it will not be possible to gain the financial support of our nation in improv-

ing Chicago need not cause the people any concern, or give rise to any misgivings in beginning the work. Chicago, by its great and increasing trade and manufacturing activity, has a much greater earning power as a city than Paris. While the commerce of Paris has, it is believed, reached its greatest point, that of Chicago is growing greater and greater each year, and the city is thus earning more and more money for its people. Besides this, Chicago has the advantage given by the half-million greater population than Paris had when it commenced its improvements under Haussmann. Also, because its people are paid much higher wages than the workers of Paris, the city can easily pay sums for improvements which would be a great burden upon the people of the French capital city.

There is another great advantage that the people of Chicago enjoy in undertaking the task of orderly city building. The city can much easier pay for the work than can the people in any great European city for the reason that our nation, generally speaking, has had a career of peace. Old world nations are all burdened with debts growing out of great wars, while we of America are almost free from such burdens. We are favored, also, in that we are not compelled, by fear of wars, to maintain large armies and navies at the tremendous cost borne by European peoples. All conditions, within the city and the nation, are favorable to Chicago undertaking and easily completing much greater and more expensive public works than any city of Europe.

1780.

1830.

It is interesting to note, in viewing the results of city building and planning in modern times, that all the great cities of Europe, since the

1880.
Transformation of the Banks of the Seine in Paris. Chronological Views of the Petit Pont and Petit Chatelet Showing the Evolution of the Boulevards.

close of the Franco-Prussian war in 1870, have undertaken costly works of improvement. The people's attention freed from war, they everywhere turned at once to vast works of peace, determined to make their cities proper places for their well-being, comfort and luxury.

This era of peace opened with most of the cities in Europe as great walled towns, little changed from the conditions of the Middle Ages except in the crowding together of their inhabitants. With peace came the progress of invention, the extension of the use of steam power, the birth of the electric railway, general use of the telegraph and telephone and the development of all the agencies of transportation, intelligence and commerce which work together to build up cities.

1740.

1841.

1878.

Chronological Views of Place de la Bastile, Paris. The Evolution of the Castle and Moat to its Present Form of Plaza and Boulevard is Shown.

The success of the French people in improving Paris led to imitation of the methods of Baron Haussmann in all countries. The old city walls and battlements were either torn down or transformed as the cities spread out beyond their ancient boundaries. In some cases the walls, having great sentimental interest for the people, were made into gardens, topped with flower beds and decorated with hanging vines. In other cities boulevards were made to encircle the center of the town where the walls had been.

The German people entered into a great organization for city planning. Within the last thirty years a school of city planning has grown to be a great institution among the Germans, with leading architects and gardeners as its masters. Literally, hundreds of

German cities are at work on systematic extension and development. It is so, too, in France, Italy, Austria and Hungary. Every important city, and hundreds of small towns, are engaged in city planning and preparing for orderly growth.

Dusseldorf is one of the most progressive of all European cities. The eminent writer, Frederick C. Howe, after a careful study of Dusseldorf, says:

"I have often dreamed of a city whose ideals rose above mere business, a city that was built like a home, that had a communal bigness of vision, that was planned by city builders, and that served its people as a father might serve his children, and I have seen such cities in Germany, the nation which alone has recognized the portentious significance of the change which has taken place in the distribution of population. Of all German cities, I think Dusseldorf is easily the first. It is not an old residence city like Dresden or Munich. It is a comparatively new city like Cleveland, Milwaukee, Indianapolis or Kansas City. Its population was about 69,000 people in 1871. In 1910 it was 300,000. Dusseldorf, too, is an industrial city of mills, factories and workshops. It is one of the best governed cities in the world. It has dreamed dreams and dared to carry them into execution. It is almost as beautiful as Washington, as full of joy of living as Paris

Baron Georges Eugene Haussmann, the Greatest City Builder of All Time.

PARIS. The Place de la Concorde, Looking Over the Seine Towards the Madeleine. This Square is one of the Great Circulatory Centers Placed on the Grand Axis of the City (the Champs Elysees), and the Circuit of the Grand Boulevard.

and is managed with more scrupulous honesty, more scientific efficiency and more devoted pride than almost any American business corporation. The city is built for the comfort and convenience of its people. It is designed as master architects might design a world's fair to which all mankind was invited for education, recreation and art. But the thing that most distinguishes Dusseldorf is this—her people and her officials seem to appreciate that congestion of population has made it necessary for the city to own many things and do many things. Dusseldorf was not a natural harbor. The waterfront, which extends for miles along the Rhine, was low-lying land. The bank opposite the city was covered with shacks and huts, which were torn down and the land developed into a beautiful parkway several miles in extent. The city side was reclaimed from the river and confined with stone embankments. A wide esplanade was constructed upon which several great public buildings as well as a splendid exhibition building have been erected. In the latter annual exhibits of art are held. Further up the river a system of docks was constructed with powerful cranes and devices which handle all kinds of freight at an insignificant cost. Crossing the river is a beautiful bridge upon which hundreds of thousands of dollars were spent merely to make it beautiful. The remarkable thing about this undertaking is the way business is made to harmonize with art and beauty. The use of the river front for recreation is not impaired by the docks and railroad tracks. Dusseldorf is laid out like a great park. Everywhere are parks and playgrounds as artistic and varied as the landscape architect can make them. The entire river bank is a promenade and driveway. The parks run into the heart of the business district. Through the center of the town is a broad mall with the moat of the old city in the center. It is lined with banks, publishing houses, department stores and office buildings, many of them as splendid as palaces. The public schools of America are among the best in the world, but education in America seems unrelated to life. In Germany the aim is to make efficient people. 'The glory of the Fatherland' is the motive and the making of strong, healthy and competent citizens is the need.

Rue de Rivoli, Paris.

The German city hates the ugly. Dusseldorf has been planned by expert architects and landscape gardeners who make a profession of city planning. Nothing has been left to chance. The individual property owner is no more permitted to spoil the harmony of the whole than an incompetent workman would be permitted to wreck an expensive machine. Streets, squares, parks, gardens, playgrounds, all have their place in the scheme of the city architecture, while in the designing of private and public works, open spaces and street corners, lamp posts and street signs, the skill of the artist has been joined with that of the builder and the engineer. Everything is orderly, systematic and beautiful. Dusseldorf is planned in detail for 50 years to come. Upon the maps in the city hall one can see the location of future streets, boulevards, parks, open spaces, sites for public buildings and schoolhouses, all located in anticipation of the city's growth. Strange as it may seem to our American business men, these municipal activities in Dusseldorf have been promoted by business men—by the same sort of business men who in America sacrifice the city to their business advantage. In America we have had city builders of great ideals whose hearts were broken by the obstacles which the laws, the constitutions and the courts threw in their path."

Dusseldorf, Germany. The Municipal Art Gallery.

Dusseldorf, Germany, showing a broad promenade on the Rhine embankment, combining a center for recreation and industrial utility.

Buenos Aires, sometimes called the "second Paris," has been wise in retaining the municipal architect of Paris, so that the beautiful and rapidly growing metropolis of the Argentine in South America could have the benefit of his expert advice.

In 1900 Buenos Aires decided to increase its docks. The people wanted to look ahead for future demands. They took expert advice and built docks to accommodate all the traffic for the next fifty years. These docks are the models of the world. Monster ships are docked, huge cranes hoist the cargoes out of the vessels' holds and place them in great warehouses alongside, and immediately on the other side of the warehouses is the railroad train. Buenos Aires is spending millions of dollars in creating new and larger parks, wider streets and beautiful boulevards and other public improvements.

Dusseldorf, Germany. Municipal Theater.

The British people are industriously engaged, too, in city planning work, made more necessary in their islands, because of the dense masses of people in a small territory, than upon the continent. Broad projects for the housing of the working classes are being carried out in numerous British cities. Official boards are given power by law to supervise town planning and building work all through the British isles. These official bodies have power, even in case the people of towns and cities do not realize the need of building by an official plan, to order schemes of town-planning to be prepared and carried out. There is also a Public Works Loan Commission, which authorizes loans to provide money for carrying out proposed works.

These extensive powers in city planning, created by the British government, have come as result of hundreds of years of sad experience to the British in their own city of London, which has over 7,000,000 people, and is, as we all know, the world's greatest city. It has been seen how Paris, the world's most perfect city, was developed by systematic work and planning as it grew. Very interesting and instructive to us is the contrasting history of the British capital, to which we will now give attention.

Dusseldorf, Germany. Bridge Across the Rhine. On this Structure Several Hundred Thousand Dollars were Spent to Make it Beautiful.

In 1666 a great fire almost entirely destroyed London, which was, like other cit-

ies of its time, a very crowded and unwholesome city, with narrow and crooked streets. The city had grown slowly, and without any definite plan of development. As the population increased new territory had been added, but it was a planless city and inconvenient as to its thoroughfares even at that date. After the fire Sir Christopher Wren, one of the world's greatest architects, prepared a plan for the rebuilding of the city. Had that plan been adopted London would have had a start of more than thirty years of all the world's cities in orderly constructive work, as it was not until 1700 that the first plans for Paris were drawn.

Stephanie Bridge, Vienna.

The principles of the Wren plan for London were exactly the same as were adopted for the French capital. They provided for a city with streets radiating from central points, and for locating palaces and public buildings at the end of long vistas, so as to present a pleasing appearance. The then leading citizens of London, guided by their selfish interest, disregarded the Wren plans. That mistake has cost London already millions upon millions in money, besides retarding the development of the city and producing the most degrading and socially dangerous congestion of population upon earth.

Vienna, Kaerntneering.

In 1855 the people of London came to realize that if their city was to continue in existence and to progress with their nation great changes would have to be made. Since then they

have worked steadily and desperately, as the population of the city grew, to repair the errors of hapless and careless growth. One project after another has been carried through, at a cost exceeding one hundred million dollars. Despite these great works and tremendous expenditures, the city has failed to get relief. Now, that the congestion of street traffic may be in a measure done away with, the London Traffic Commission has decided that two new streets must be cut through the city at an estimated cost of $125,000,000 for land damages alone, to say nothing of the millions that must be spent upon the labor of tearing down miles and miles of buildings.

Franzen Bridge, Vienna.

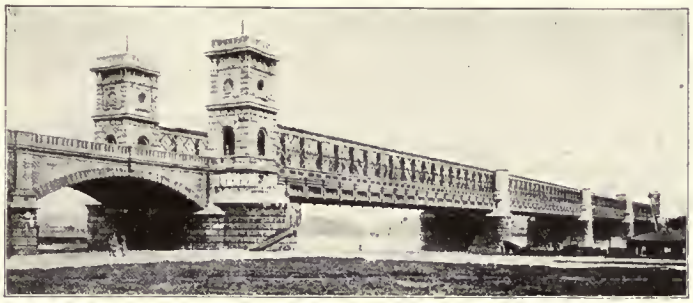
The experiences of these two great cities of London and Paris should combine to teach Chicago an effective lesson. Paris enjoys her miles of boulevards, her extensive parks, her opportunities for enjoyment of life and unlimited development, and her world-wide fame as a beautiful and attractive city at the expenditure of almost nothing except foresight. London, after centuries of inconvenience, waste, unwholesomeness and squalor, is struggling to preserve her very existence and is facing expenditures of hundreds of millions that she may merely provide makeshift means of caring for the movement of her people through her streets.

There is no longer any hope of making London a city of parks, of giving the city attractiveness and beauty, but only, at the best, of providing sufficient light and air for her people to maintain existence and enough room in the streets for them to go about their city with comparative freedom. These facts mean, absolutely, that Chicago, if she is to avoid the perils to her people that now assail the people of London, must adopt at once a policy of orderly building, with a proper street plan and broad provision for park areas. We must look to the future days, when Chicago's citizens will honor us for

Karolin Bridge, Vienna.

the foresight and devotion to our city which will give them the benefits and blessings growing from our development of the Plan of Chicago.

1. *What is it that is proven even more clearly in the experience of modern cities than in the cities of the past?*
2. *Why is the neeessity for city building more grave under modern conditions of life?*
3. *How long and under what conditions was Rome acquiring a population of a million people?*
4. *Why must Chicago see at onee the need of city planning and act immediately?*
5. *What modern city was first to undertake right city building?*
6. *Why is Paris one of the largest and wealthiest cities of the world?*
7. *What has Paris reaehed?*
8. *In what respect does the French metropolis present an interesting subject of study for the people of Chicago?*
9. *Where did Paris have its origin and in what year?*
10. *Describe eonditions whieh make Paris and Chicago alike.*
11. *In what year, and under what king, were the plans of the Paris of today laid?*



Kronprinz Rudolf Bridge, Vienna.

12. *What is the result to Paris of the plans prepared for Louis XIV?*
13. *What Emperor is honored in the memory of the French people for what he did for their beloved Paris?*
14. *What two things did Napoleon realize eoncerning the interests of Paris?*
15. *What did Napoleon propose to do for Paris?*
16. *What city building work was accomplished in Paris during Napoleon's reign?*
17. *Who continued the city building work of Napoleon and in what year?*
18. *How is Baron Haussmann known in history?*
19. *What did Haussmann aceomplish for Paris?*
20. *What is the work of Haussmann in Paris like?*
21. *What was the population of Paris when Haussmann began his work? State its cost?*
22. *What did the people of Paris believe that an improved eity meant? Were they correet in their belief?*
23. *State five advantages Chieago has over Paris in carrying out a city plan.*

Nancy, France. View of the Place Stanislas; the Principal Avenues Lead Into It; a Typical Arrangement of Public Squares in Small Surrounding Towns.

24. *What has happened in Europe since the close of the Franco-Prussian war?*
25. *What was the condition of European cities when the era of peace opened?*

Street Scene in Vienna.

26. *What followed the opening of the peace era in European cities?*
27. *To what did the success of Haussmann lead?*
28. *What is it that has grown to be a great institution among the Germans within the last thirty years?*
29. *What is taking place in Germany and other European countries regarding city development?*
30. *Name the most progressive city on city planning in Germany.*
31. *How do the German cities serve their people and what has the German nation alone recognized?*
32. *How is Dusseldorf to be compared with certain other German and certain American cities?*
33. *What was the population of Dusseldorf in 1871? In 1910?*
34. *What is the business life of Dusseldorf?*
35. *How has Dusseldorf dreamed?*
36. *How does Dusseldorf compare with Washington, D. C., and Paris, France?*
37. *How is Dusseldorf managed?*
38. *What thing most distinguishes Dusseldorf?*
39. *What was done with the Rhine extending for miles along Dusseldorf's front?*
40. *What is it that was remarkable about the treatment of the river?*
41. *Describe the parks of Dusseldorf.*
42. *Contrast the schools of America with those of Germany?*
43. *What is the individual property owner in Dusseldorf not permitted to do?*
44. *Describe the order of the arrangement of Dusseldorf.*
45. *What is Dusseldorf contemplating for the future growth of the city?*
46. *By whom have the activities in city building in Dusseldorf been promoted?*
47. *What city in South America is sometimes called "the Second Paris?"*
48. *What means has Buenos Aires employed to beautify that city, and why?*
49. *What in Buenos Aires are the models of the world?*

The Sieges Allee, Berlin.

50. *What is Buenos Aires doing in city building?*

*51. What power do the people have in city planning in British cities?*

*52. What caused the British government to create extensive powers in city planning?*

*53. In what year was London almost entirely destroyed by fire?*

*54. What was the condition of London at the time of its great fire?*

*55. What great architect prepared a plan for the rebuilding of London after the fire?*

*56. What would have happened to the city of London had the plan of Sir Christopher Wren been adopted in 1666?*

*57. What were the principles of the Wren plan?*

*58. For what did the Wren plan provide?*

*59. What caused the downfall of the Wren plan?*

*60. What did London's mistake in disregarding the Wren plan cost that city, and what followed?*

*61. In what year did London realize her mistake, and what followed?*

*62. What is the result of London's efforts to repair the mistake in rejecting the Wren plan?*

*63. What is it to cost London to cut two new streets through the city?*

*64. What should combine to teach Chicago an effective lesson?*

Public Garden and the Theseus Temple, Vienna.

*65. What must London always suffer as a result of her lack of foresight?*

*66. What should the bitter lesson of London convey to the people of Chicago?*

*67. If Chicago profits by London's lesson, what may be expected?*

A Civic Center in Berlin.

CHAPTER VI

# MODERN CITIES IN AMERICA

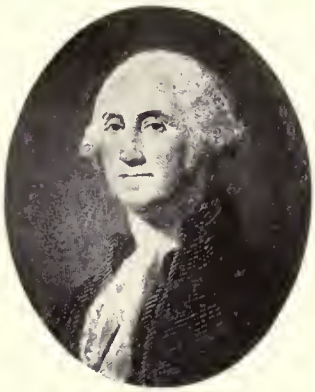
We have seen how in Europe, under conditions of peace, and with the stimulus of modern commercial conditions, the people are planning and working for the proper development of their cities. Greater convenience, better sanitation, more light and air, and increased beauty are demanded not only in cities throughout Europe, but in America increased knowledge and artistic taste of the people is being manifested in city development. We of America, starting in a new country, acting without restraint of custom or ancient law, see our own remarkable opportunities in city building, and, it may be generally stated, are working for harmony and beauty in the building of our cities.

Few busy Americans know that as a people we can lay claim to being the only nation on earth today having its seat of government in a city specially planned, surveyed and laid out as the capital city of a great nation. It is a matter to stir our patriotism, too, to know and remember that the father of our country, the immortal George Washington, was a city planner, and the first man in our country's history to gain a place in fame as an advocate of convenience and good order in city building. It was George Washington who conceived and directed the laying out of our beautiful capital city, which is today the most admired and inspiring city of our country.

CHICAGO. Bird's-eye View of Grant Park, the Facade of the City, the Proposed Harbor and the Lagoons of the Proposed Park on the South Shore.
[Copyrighted by the Commercial Club.]

President Washington, as a surveyor and civil engineer, recognized the value of proper planning for a great work. When

it was decided, therefore, to create a city as our national capital in the District of Columbia, he conferred with Thomas Jefferson, then Secretary of State, and it was decided to employ Peter Charles L'Enfant, a young French engineer, to lay out the site for the capital. This work was done in 1791. L'Enfant deliberately drew a plan on paper for an entirely new city modeled after the principle of the plan of Paris, and designed to accommodate a population one-third greater than lived in Paris at that date.



George Washington, who planned the City of Washington.

L'Enfant carefully surveyed the entire country along the Potomac, where it was proposed to locate the new city. He laid out broad streets and avenues through the wide swamps and over the wooded hills. He took cognizance of existing springs and watercourses and planned accordingly for fountains, cascades and canals. He set aside a place for the Capitol and for the White House, and connected them with a spacious park. He provided locations for every building necessary for national uses. He perfected a street plan, with proper diagonal avenues approaching the civic center, where he planned to put the government buildings.

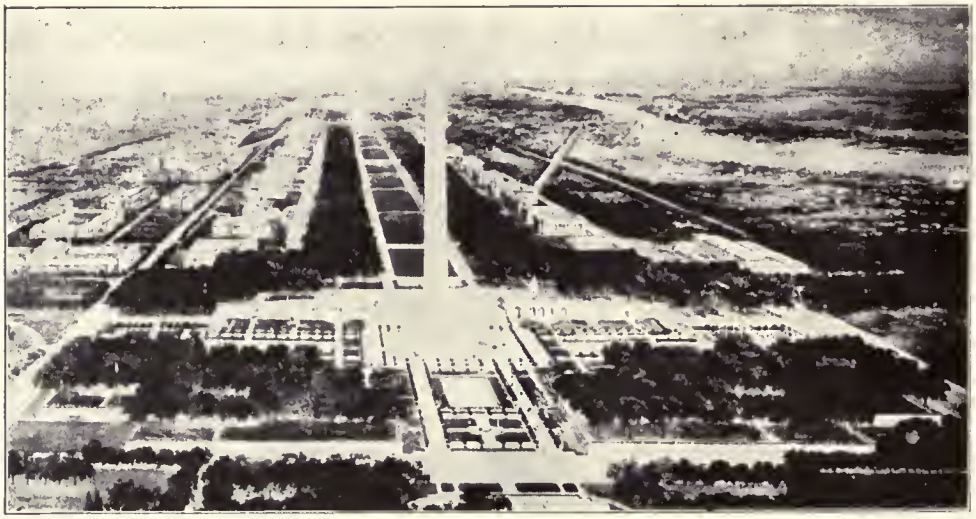
Original Plan of Washington Designed by Peter Charles L'Enfant.

Not many people at the time could grasp the necessity or understand the wisdom of that planning. There were scarcely enough people in the entire country at that time to populate the city L'Enfant had laid out. The people, when they heard the plan explained, greeted it with derision. It was a subject of laughter the country over and of amusement in every court in Europe. The world could not believe that a sufficient number of people would ever live at Washington to carry out a tenth of the L'Enfant plan.

It was fortunate that the faith of the people in President Washington was strong enough to afford a deep foundation for his plan for the capital city. Lands necessary for the streets, avenues, parks and public squares were donated, and although they lay vacant and abandoned for three-quarters of a century, yet development and growth since the Civil War has served to produce for us at Washington one of the most beautiful, impressive and stately cities in the world. The city long since outgrew the original plans of L'Enfant, which have in late years been extended and strengthened by improvements costing nearly $50,000,000.

American cities, in all their city planning operations, have been inspired largely by

the beauty of our national capital. Another great source of inspiration for them was the World's Columbian Exposition in Chicago in 1893, where was demonstrated the attractive effects of the proper grouping of well-designed buildings. American cities have been most active in city planning since the Chicago exposition. It is, therefore, a proper matter of pride for the people of Chicago that they have provided stimulus for the artistic sense of the whole nation, and that their work in building up a commemorative exposition is having effect in arousing the pride and spirit of the people of our sister cities.



The Washington Monument, Garden and Mall Looking Toward the Capitol; Senate Park Commission Plan.

One of the American cities which has gained wide fame for its activity in city planning is Cleveland, where the people have had created a great civic center about which the city is being built in an orderly manner, and according to a definite plan. The people of Cleveland, through a commission, caused a new federal building, city hall and public library to be built at the new center at a cost of $14,000,000, and are preserving proper architectural relations between this group of buildings and a new railway station nearby, costing $5,000,000.

Boston's city planning work has taken the direction of park extensions, and it has completed the most perfect system of public parks in the country at a cost of $33,000,000, besides creating a tidal basin to rival any in Europe. New York is also conserving the city's park domain and extending it for many miles beyond her borders. Much land in recent years has been taken for public purposes along the Hudson river, and converted into public parks. Philadelphia is widening its streets, cutting parkways and buying more land for parks, besides planning the grouping of its city buildings.

In the middle west Minneapolis and St. Paul, rival cities, are working together in the upbuilding of a park system, and in St. Paul agitation for street widening work is under way. St. Louis has a plan for spending millions of dollars in grouping the city buildings, and creating outer and inner park systems, including small parks and playgrounds.

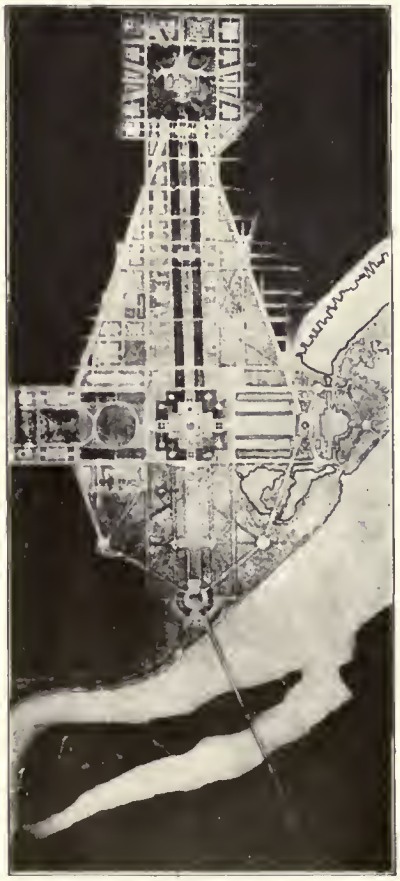
On the Pacific Coast our countrymen are active in city planning work, too. San Francisco, rebuilding from a disastrous fire, is working in accordance with a plan to give symmetry and beauty to her streets and public buildings. Her people are openly ambitious to make San Francisco the most attractive city in America. To

the northward of San Francisco, Portland and Seattle are striving to preserve good order and beauty during a period of rapid growth.

We Americans, not content with improving and beautifying our own native cities, have begun a vast task of remodeling our new capital city in the Philippines, Manila, and we have had entirely new plans prepared for a city to be created as the summer capital of the Philippine archipelago upon the hills of Baguio.

Thus it becomes apparent that the demand for better civic conditions is sweeping over the entire world. As peace permits our cities to grow outward regardless of means of defense against foes, and as their people are being enriched by commerce, population increases by thousands every year. This makes convenience and order a demand not to be set aside as the people become more and more accustomed to improved conditions of living. The history of city building, in America and abroad, both in ancient and in modern times, shows Chicago that her way to true greatness and to continued growth and prosperity lies in making the city convenient and healthful for its constantly growing population. To create civic beauty is to compel people to travel long distances to enjoy it. To arrange fine buildings and streets in an orderly manner means fame to a city. Chicago is ambitious for this prestige and fame, which her people are coming to know will be gained for their city by faithful devotion to the ideals and details of the Plan of Chicago.

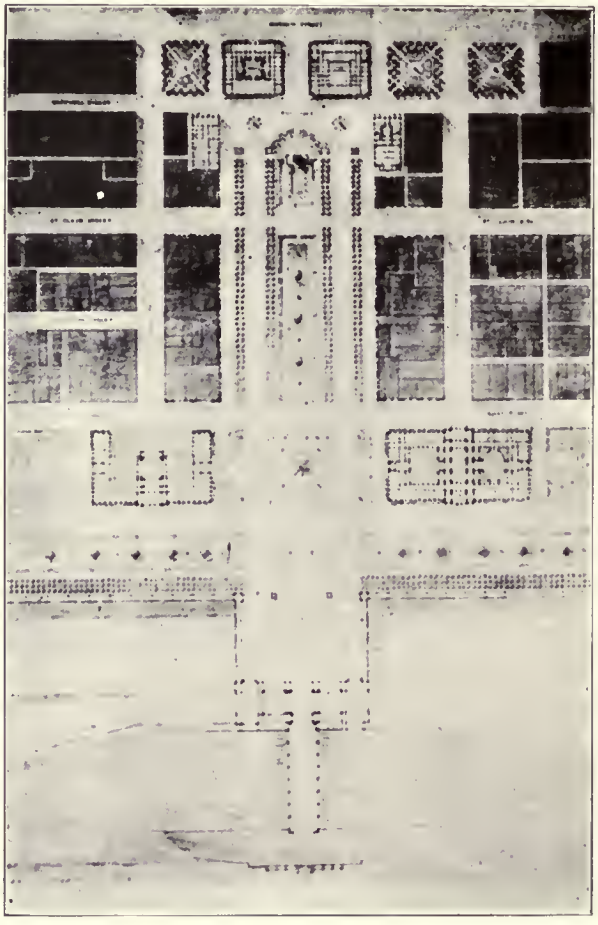
CLEVELAND GROUP PLAN. View Looking Towards the Lake from the Proposed Civic Center.



The L'Enfant Plan of Washington as Developed by the Senate Park Commission of 1901.

1. *What is it that is being demanded in American cities as well as throughout Europe?*
2. *What do we of America see, starting in a new country, acting without restraint of custom or ancient law?*
3. *To what is it that as a nation only America can lay claim?*
4. *What is it that should stir our patriotism?*
5. *Who conceived and directed the laying out of our beautiful capital city?*
6. *What did George Washington, as a surveyor and line engineer, recognize?*
7. *When it was decided to create a city as our nation's capital, with whom did George Washington confer?*
8. *What did George Washington and Thomas Jefferson decide to do?*

9. *In what year did Washington decide on a city plan for the city of Washington?*
10. *How did L'Enfant proceed with his work for a plan for Washington?*
11. *What was L'Enfant's second step in preparing a plan for Washington?*
12. *What was the attitude of the people toward L'Enfant's plan when finished?*
13. *Why was L'Enfant's plan greeted with derision?*
14. *What did the faith of the people in George Washington do for the plan of L'Enfant?*
15. *What followed the faith the people had in George Washington's idea for a plan?*
16. *What has the development and growth of Washington since the Civil War served to produce for that city?*
17. *As Washington continued to grow, what was the effect on L'Enfant's plan?*
18. *What effect did the World's Columbian Exposition in Chicago in 1893 have on American cities in their city planning operations?*
19. *Why was the World's Columbian Exposition a proper matter of pride for the people of Chicago?*
20. *What American city has gained wide fame for its activity in city planning?*
21. *What have the people of the city of Cleveland created?*
22. *What direction has Boston's city planning work taken?*
23. *What is Philadelphia doing to improve the city?*
24. *What Middle West cities are engaged in extensive city planning?*
25. *Name three cities on the Pacific Coast active in city planning.*
26. *What are Americans doing besides improving our own native cities?*
27. *What does the history of city building in America and abroad in both ancient and modern times show to Chicago?*
28. *What does it mean to create civic beauty?*
29. *What is it that brings fame to a city?*
30. *What are Chicago people coming to know must bring prestige and fame to their city?*



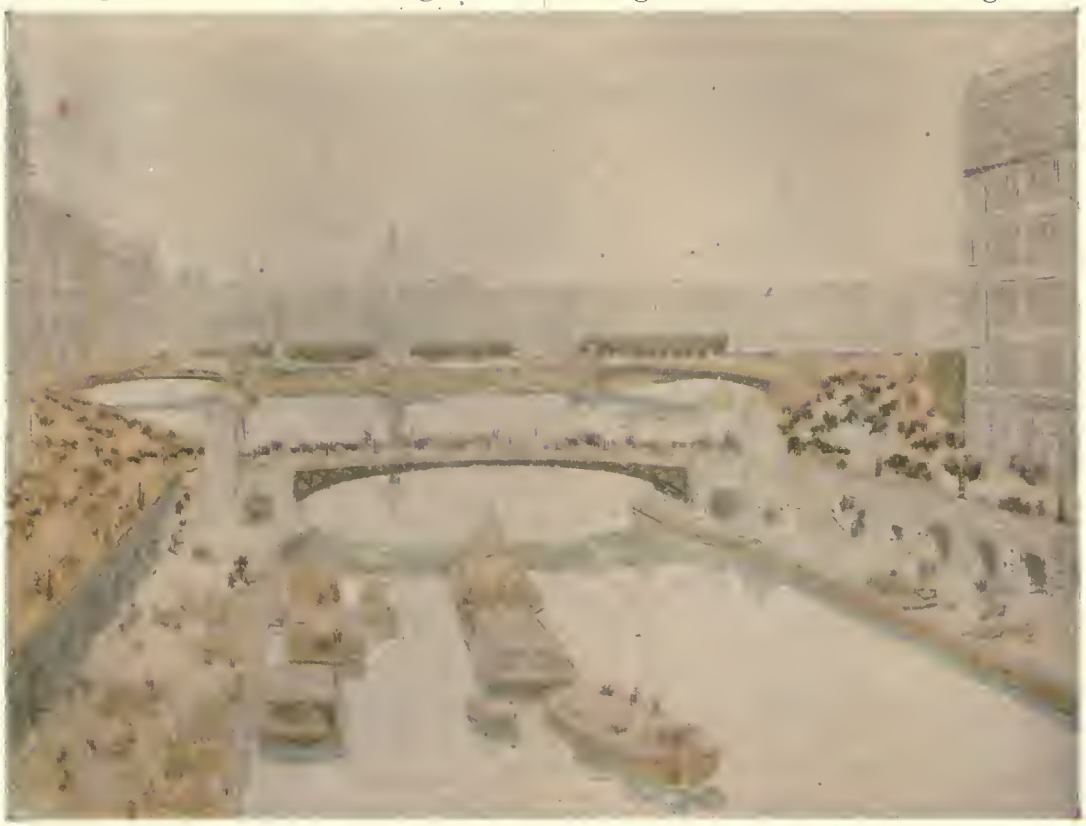
CLEVELAND GROUP PLAN—Proposed Civic Center, Railway Station and Gardens Now Being Executed.

CHAPTER VII

# WHY CHICAGO NEEDS A PLAN

Thus far attention has been given to many things in city building of interest to us as living in one of the world's greatest cities. We understand, now, the chief elements that enter into the growth of a city, the reason great cities exist, and the means by which they are sustained. We know that mankind, in the building and conduct of cities, is constantly working to improve conditions of life in cities, and we understand something of the growth of modern cities, and the springing up of a world-wide work by mankind for the improvement of cities according to properly prepared plans.

As we think of these things, and of how other people in other cities are carrying out these tremendous plans for improvement of cities, we naturally ask ourselves about Chicago. Perhaps we wonder why Chicago was not built according to a certain plan, and we are sure to ask what the necessity is for Chicago to have a plan, and what changes should be made, if any, so that our city can be made orderly, attractive and famous. We are not satisfied to know that people in other cities in our country are at work improving their cities, and doing better work of that kind than we are.



CHICAGO. View looking North on the South Branch of the Chicago River, Showing the Suggested Arrangement of Streets and Ways for Teaming and Reception of Freight by Boat at Different Levels. Examples of the arrangement exist at Dusseldorf, Algiers, Budapest, Geneva and Paris. [Copyrighted by the Commercial Club.]

All of us in Chicago want our city to remain as large and powerful as it is, and to see it grow larger and more powerful as we grow older. We know that if it does grow in size and power we will be given credit for that growth, because the city is ours. If it grows more orderly and beautiful and famous, too, we know the people of all the world will admire us, because the people of a city always make the city what it is. We want to know, then, what is necessary for us to do that Chicago may become not only the greatest city in the world, as it promises to be, but the best arranged, most healthful and pleasant city that the world has ever seen. We come to realize, then, that the future of Chicago is a most important thing for us, that it affects us all, and will affect our children who will live here after we are gone.

We know that Chicago is growing tremendously fast, and as we have never heard of any plan by which the city has been built we must believe it is growing haphazardly, without plan, as London grew.

Plan of Athens in Roman Times.

This does not satisfy us, for we do not want to see our city crowded, without sufficient parks, unwholesome, ill-smelling and disease-ridden, with dark and narrow streets, which it will cost hundreds of millions of dollars to widen. We do not want people of the future to consider that we, well educated and enlightened people, were as ignorant, selfish and careless as we can see the people of London were in the days of Sir Christopher Wren.

It is true that Chicago's growth has been haphazard and without order or plan. The principal reason for that fact is the very good one that the people who first settled in Chicago were all very poor people. Most of them had families to work for, and as there was in the early days always more work for every man than he could possibly do the people had no time to consider the future of the city. Besides that, no one knew when Chicago was founded that we were to have such a tremendous city here, and it is doubtful if any one could have interested the people in a settled plan for building the city then, even if a plan had been drawn.

In the early days, then, it was the duty of every man in Chicago to work hard to acquire a solid foundation of wealth upon which to build the fortunes of his family.

There was the whole country to be subdued that the people might live and wealth be gained by agriculture. There were Indians to fight, at first, and later there were trees to cut, the rough prairie land to be broken by the plow, houses to be built for shelter for the homeless pioneers, roads to be constructed, railroads to be built.

First there was only Fort Dearborn at Chicago, surrounded by its stockade. Then a little straggling village. Eventually a town of unpaved and unlighted streets. Then a small city appeared. Streets were extended, rough plank paving was put in, little cars drawn by horses appeared, gas lamps came to flicker in the streets at night, brick buildings supplanted frame structures, a railroad entered the city, and so, with gradual improvements, Chicago became a big city of busy, hard-working people.

As the town grew into the city, and the city added thousands to its population, outlying farms were cut up into city lots. The farms were laid out in squares, and as the fences were torn down to make room for houses, the streets followed the square lines of the farms, and were thus extended, in a series of squares, as the city spread into the adjoining country. Only where the old Indian trails had been developed into country roads were diagonal streets provided in the expanding city. No man, when cutting up a farm into city lots, could see why he should sacrifice property he could sell as lots to provide the people with diagonal streets.

The people of Chicago in those early days were working to build a solid foundation for the city, relying upon us who have followed them to complete the building of the city and fix the details of good order, cleanliness, ease of travel and traffic, park areas and playgrounds for the children. The men of early Chicago were in fierce competition with other cities for the trade of the great west. They believed if that trade could be secured for Chicago the people coming after they had gone would look to beautifying the city, and making life pleasant within its borders. It is that great duty which faces the young people of Chicago now—the building of a convenient and beautiful city upon the foundations of commerce laid by the men of Chicago in early days.

Vienna in the 17th Century.

The men of early Chicago did well for the future of the city in providing it with a wide trade, and with means of maintaining and extending this trade. They did well for the future by providing Chicago with wealth, which it has in abundance, and which is needed in great works of improvement in all cities. In leaving this trade and wealth to us, the early builders of the city thrust a great responsibility upon the young people of Chicago of the present because they provided an inevitably great future destiny for the city.

As has been said, Chicago has grown during the last forty years at a rate exceeding 65,000 people a year. No one in Chicago has asked these people to come here, but the natural advantages of Chicago have bidden them come. Those advantages will continue to exist, and the people will continue to come here by tens of thousands each year. Whether we want them or not, they will come, and it is important for us to recognize that fact and see to it that Chicago shall no longer grow by chance, but be developed in an orderly manner that all its people can live healthfully and happily, and that Chicago shall gain increased fame not only as one of the greatest cities of history, but as the best planned and most convenient community that ever existed.

THE TRANSFORMATION OF PARIS UNDER HAUSSMANN.
Plan showing the portion executed from 1854 to 1889. The new boulevards and streets are shown in heavy black lines.
[Copyrighted by the Commercial Club.]

To accomplish this and so carry out the destiny that its great men of early days set for Chicago, we must first determine that Chicago must no longer be a creature of chance. There must no longer be planless building, haphazard running of streets, insufficient light and air in our public ways, cramped and restricted parkareas, badly arranged transportation systems, dirty and congested streets. We must work to a plan that stops waste of time, effort, money and labor in carrying on the work of our city and its industries. We must work to a plan that provides streets direct enough and commodious enough to care for all traffic quickly and economically. We must work to a plan protecting the public health in every possible way and promoting healthful and comfortable lives for all the future citizens of Chicago.

In taking up this plan for future Chicago we must avail ourselves of all the information science can afford us. We recog-

nize, for one thing, that city life is more intense and nerve-straining than life in the country. This means that our plan must aim to do away with unnecessary noises, smoke, dust, dirt, confusion and danger of accident on the one hand, and on the other hand provide an increased means of out of doors life for the people, larger park areas, more playgrounds and greater opportunities of recreation and refreshment for the dweller in the Chicago of the future.

Science tells us, further, that recreation is a necessity for the people. If proper and moral means of recreation are not provided in our plan, therefore, we may be certain that in the future Chicago, as in the London of the present, the people will become inferior in morals, mind and even in physical size and strength to the people of the present Chicago.

Panorama of Part of Modern Rome.

As many improvements can be completed within a few years, there is much of promise in the Plan of Chicago for the young people of the city, who within a few years will be managing its affairs, and giving active direction to the work of carrying out this plan of betterments. The people are coming to recognize, more and more each year, the necessity of getting to work upon public improvements under an orderly plan, and of deciding at once upon what improvements are necessary and what changes must be made in our system of carrying on the commercial and civic business of Chicago. We may well give some attention, then, to considering the main elements of our city's various departments of commercial, social and economic activity, and so determine the first and most necessary things to be done in relation to the Plan of Chicago.

1. *What do we understand thus far by study of Waeker's Manual of the Plan of Chicago?*
2. *What have we learned from our study of the building and conduct of cities?*
3. *What are our thoughts when we realize how people in other cities are carrying out tremendous plans for improvement of cities?*
4. *What is our feeling when we ask what the necessity is for Chicago to have a plan?*
5. *What do all of us in Chicago want?*
6. *If Chicago grows more orderly, beautiful and famous, why will the people of all the world admire us?*
7. *Why is it necessary that we should know what to do for our future city?*

8. *Knowing what to do, what do we then come to realize?*
9. *Why is it that we must believe Chicago is growing haphazardly, as London grew?*
10. *Why does it not satisfy us to know that Chicago has been built without a plan?*
11. *What is it that we do not want people of the future to consider us?*
12. *What is the principal reason for the growth of Chicago without order or plan?*
13. *What was the duty of every man in the early days of Chicago?*
14. *How did Chicago grow at first?*
15. *What happened as the town grew into a city?*
16. *What did the people of Chicago in early days rely upon us for, and why?*
17. *What did the people of early Chicago believe?*
18. *What is the great duty that faces the young people of Chicago now?*
19. *How did the men of early Chicago thrust a great responsibility upon the young people of Chicago of the present?*
20. *At what rate has Chicago grown in population during the last forty years?*
21. *What important fact should we recognize in Chicago's continued growth?*
22. *What must we do first to carry out the destiny that Chicago's great men of early days set for it?*
23. *Toward what sort of a plan must we work?*
24. *In taking up this plan for future Chicago, of what must we avail ourselves?*
25. *What does scientific information teach that our plan must aim to do away with on one hand and provide for on the other?*
26. *What further thing does science tell us?*
27. *What of much promise is there in the Plan of Chicago for the young people?*
28. *What are Chicago people coming to recognize more and more each year?*
29. *What should we determine in giving consideration to the main elements of our city's various departments of commercial, social and economic activity?*

CHAPTER VIII

# VALUE OF PERMANENCY IN CITY BUILDING

We have seen, in our study so far, that the peoples of aneient times not only built up vast and attraetive eities, but eonstructed them so marvelously and so solidly that their principal buildings and temples have survived. Time and the elements of nature have not been able to destroy the works of the Greeks and the Romans. Though deeay has eaused ruin to buildings and temples, yet they have lost little of their grandeur. They remain, in form and outline, to inspire our arehiteets and builders of today. Permaneney was as mueh an ideal of the world's renowned builders as beauty of design and perfeetion of setting.

If these ancient builders, whom we all admire so much today, had not made permaneney one of their great aims, it is doubtful whether we of the present era would ever have known mueh of ancient eivilization. We would probably have been unable to traee in detail the histories of the Greeks, Romans, Egyptians, Persians and other peoples of the past had it not been that they construeted their ehief buildings of the most enduring materials, seulpturing upon the walls of these structures stories of the principal happenings in the reigns of their kings and emperors. It is likely that no manuseripts or other writings of the aneients would be in existence for us today if the libraries of past ages had not been built so enduringly as to hold their eontents intaet for hundreds or thousands of years.

When we eonsider that these aneient peoples were compelled to build their magnifieent buildings almost by main strength, and without the aid of effeetive maehinery, we are foreed the more to admire the buildings, and to marvel at the energy and eharaeter of the peoples who ereeted them. We can understand that the old-time nations must have been united in a tremendous civic spirit to have aeeomplished such works as they left to tell us of the existenee of proud and powerful nations.

Indian Camp, located on Wolf's Point at the fork of the Chicago River. [Looking toward the lake.] [Copyrighted by Edgar S. Cameron.]

One reason which impelled the ancients to build solidly and permanently is doubtless that they were not wasteful and extravagant. They realized that a building properly and substantially built will stand for centuries, and so be cheaper than an ill constructed structure. They were not constructing vast public works for themselves alone, but for all generations to come after them.

We have seen, as we studied further, that the people of Europe, also true economists, have built for permanency in their cities. Palaces, cathedrals, castles and bridges are still in existence and used in all parts of Europe, although centuries have passed since they were erected. Travelers in England, France, Germany and other countries are privileged to visit the homes of famous men of other centuries, which houses are in almost as good condition, apparently, as when those men were living. Thus permanency in building has saved to us structures of most vital interest, linking our civilization with that of our forefathers across the sea.

Marquette and Joliet, 1673. Father Marquette, S. J., and Louis Joliet of New France [Canada] were the first white explorers of the Mississippi and Illinois rivers and Lake Michigan. [Copyrighted by Edgar S. Cameron.]

We must not forget, in looking back over the work of builders of ancient cities, that our opportunities are actually hundreds of times as great for permanent building as were those of any people of past ages. Ancient peoples had no mechanical contrivances to use in their work except wooden levers, rollers and low wheeled vehicles to be pushed or pulled by men or horses. We have steam hoists capable of handling hundreds of tons of stone or steel every day. We have powerful derricks, operated by steam and electricity. Where the ancients were compelled to shape their stone by hand, slowly and laboriously, we have thousands of steam driven and electrical machines to use in cutting, carving and fashioning our building materials. Where the ancients were under necessity of cutting stone from their quarries by hand and conveying it long distances by use of rollers or boats, we are able to do our quarrying by powerful machinery and explosives, and carry the product away on steam railways. We are even able to manufacture stone itself from cement, gravel and water, and to mold it as we please as our buildings are being erected.

From all these things, it is plain that we have duties to fulfill in permanent building that were not imposed upon the peoples of

ancient cities. How much more magnificent would ancient Rome have been if its builders could have commanded the use of modern building implements! How much higher, how much better, would have been the Pyramids of Egypt, built stone by stone from material said to have been carried hundreds of miles under the severest conditions, if the ancient Egyptians could have used railways and steam derricks! If our civilization were to be blotted out today, what would be here on the site of Chicago two thousand years hence to tell of our existence? If a great fire came almost every building would be destroyed at once. The few walls left standing would be open to rain and snow from all sides and in a few years would be fallen in ruins. Stone and brick would disintegrate and become dust and earth. If fire did not come, and Chicago were left to decay, the elements would at once begin their work of destruction. Wooden struc-

French fort at Chicago, 1685. This French fort was the first establishment of any government on the site of Chicago. [Copyrighted by Edgar S. Cameron.]

Commerce on the Chicago-Portage, about 1765. French "Voyageurs" taking bales of furs over the portage. [Copyrighted by Edgar S. Cameron.]

tures would first become weather-beaten, then boards would loosen and blow to the ground, and within less than a century every wooden building would become a mound of musty ruin mingled with the soil of the earth. The massive steel beams of our high buildings would rust, and, breaking, cast down their burdens of stone, brick and tiling to earth, all gradually disappearing under the influence of air and water. Men visiting the site of Chicago in two thousand years would find to indicate human presence in the past only the long mounds of raised earth which mark the courses of our railways where they are elevated within the city. If our visitors then should excavate they would find the foundations of some of our buildings and pavements and probably some bits of marble and pieces of glass which had defied the destroying work of air and moisture. Every other work of man in Chicago would have disappeared. We would have left nothing to testify to the world that here existed a progressive and enlightened people.

Fort Dearborn and Kinzie House, 1803-4. This fort was the first outpost of American government on the site of Chicago. [Copyrighted by Edgar S. Cameron.]

If we, as the people of one of the most populous cities the world has ever known, care to take the view that ancient peoples were over vain in looking to the good opinion of nations to follow them upon the earth, we certainly cannot afford to disregard, in considering permanency in building, the question of the present day economy. Buildings which are erected today for our use must be paid for, and ours is the money that must be used for that purpose. Let us look, then, at that subject as it affects the past and promises to affect the future in Chicago.

Because of the rapid growth of our city, as we have noted, it was impossible in the early days to look far ahead in building. Our early habit thus was to build only for the day at hand, without taking any long look into the future. From the beginning until the very present, we have not made any attempt to build for permanency. When we needed a city hall or a court house we always figured how cheaply we could build it, without considering closely how long it would serve its purpose after it was ready for occupancy. We did not look to creating, in any public building, an institution which would represent to us anything of the history or the spirit of our city, as the people of European cities do. Our

ideas have always been to make all our buildings serve present needs, and let the future look to itself.

At first glance, this policy, though selfish and narrow, seems at least to be the cheapest way of doing. Only when we think about it do we see how foolish it really has been. We have spent millions upon millions of dollars in building up, tearing down and then building up again. Chicago once destroyed a court house, erected at great cost only a few years earlier and replaced it with another costly structure. For a sum much smaller than the cost of both buildings we could in the first place have put up one building more commodious than the present one, besides bestowing a permanent monument upon our city, around which monument would center much of the sentiment of the people touching the history and development of Chicago.

Fort Dearborn Massacre, 1812, which occurred on the shore of Lake Michigan near the foot of Eighteenth street, following the evacuation of Fort Dearborn. [Copyrighted by Edgar S. Cameron.]

Our failure to build for permanency in Chicago has been not only a public weakness, but also one from which almost all individual builders have suffered. There are many sites within Chicago that, within a space of seventy years, have been occupied by three, four or five different buildings. Their owners have been unable or unwilling to look ahead far enough to anticipate and prepare for the future, with result that great amounts of time, labor, materials and money have been wasted. Moreover, the city has been kept in a condition of chaos by such methods, the constant and shifting operations of builders keeping the entire city always in a state of disrepair and disorder.

Another reason why we should adopt the idea of permanency in building is that such construction is the principal element of attractiveness. Under prevailing conditions of planless growth, no property owner of Chicago can be sure of the future character of buildings adjoining his property. He is not safe in making a large investment in a structure of a permanent nature, because his neighbors may be permitted to change the character and use of their property, and so depreciate the value of his improvement. Proper planning and permanency in building go hand in hand. Europe's chief cities owe much of their beauty to permanent building, and to the development of streets

and avenues having buildings of uniform height, eolor, material and general design. Owners of property there are not permitted to build as they please, but are required, for the good of all in the eity, to follow eertain general arehiteetural lines in eonstruetion. Laek of this permanency in eonstruetion and design of buildings is what eauses the broken and unsightly appearanee of many of Chieago's streets.

The destruetion of existing buildings, done to replace them with other struetures, is a work seen in all parts of Chieago by all boys and girls. Wherever it is done, one may be sure the wasteful work of destruetion results from eareless planning. It would seem to us that experienee would have taught Chieago years ago to look ahead and make better and more seeure plans for permanent building. Yet it seems this lesson has not been learned by the people. Hardly any building in Chieago is today, in faet, adequate even for present needs, not to mention the failure to provide for the future.

One railway eompany of Chieago, after outgrowing one terminal station in a few years, has spent $20,000,000 to build another, yet finds that new station only eommodious enough for the present day needs, and sure to be too small within another deeade. This failure to look ahead and so provide for the future by permanent buildings, is not so apparent in New York City, where one railway terminal was built at a eost of $200,000,000, while another one eost $137,000,000. In other words, New York spent nearly forty times as mueh money providing railway terminals at one period as was expended in Chieago, although Chieago is mueh the more important railway eenter.

Hubbard's Train, 1827. He was the first to transport goods between trading posts by pack ponies instead of by boats as was the usual custom in those days. [Copyrighted by Edgar S. Cameron.]

Experienee of other eities throughout the history of the world goes to show that we ought to begin at onee in Chieago to plan and build for permaneney. Reasons of ambition, eivie spirit, eeonomy and attraetiveness all urge us to determine and strive to ereate pnblie and private buildings of great solidity and durability.

To do only the things that are neeessary

from day to day, without careful thought and planning, is the mark of carelessness. No one admires the shiftless, careless and untidy boy or girl, and every city must show that it is not wasteful and shiftless before it can expect to be admired by other cities. The time has come for an end of makeshift methods in building Chicago, because we who are building and own this great city are no longer poor and struggling, but make up a rich and prosperous people. We have come to a time that we can cease hurrying in trying to build our city and begin building in a correct, sane and well planned manner. We can do away with squalid streets and ugly buildings, and by permanent construction gradually develop our home city in good order and attractiveness, as provided for in all details of the Plan of Chicago.

Illinois and Michigan Canal, 1848. [Copyrighted by Edgar S. Cameron.]

Camp Douglas, 1862. This was situated along the lake shore from Thirty-first Street to Thirty-fifth Street, Cottage Grove Avenue and west to Rhodes Avenue. [Copyrighted by Edgar S. Cameron.]

Great Fire of 1871. This shows the burning of the City Hall and County Building. [Copyrighted by Edgar S. Cameron.]

1. *Why have the great public works of ancient cities survived through centuries?*
2. *How has the permanent building of ancient cities benefited us?*
3. *What has been the effect of permanent construction work in ancient cities?*
4. *How has the permanent character of ancient temples and libraries served their builders?*
5. *What do the magnificent ruins of ancient cities signify to us, and why?*
6. *State one important reason impelling the ancients to build for permanency.*

World's Fair, 1893, showing the Court of Honor as seen from an upper floor of the Administration Building. [Copyrighted by Edgar S. Cameron.]

7. *In what way have permanent building methods in Europe benefited us?*
8. *How do our opportunities for permanent building compare with those of the ancients, and why?*
9. *What do our opportunities for such building mean for us?*
10. *What would be one result of abandoning Chicago today?*
11. *Has Chicago any permanent monumental works such as the Romans constructed?*
12. *What important motive should impel us to build for permanency?*
13. *What has been Chicago's policy in erecting public buildings?*
14. *Is this a good or bad policy, and why?*
15. *What effect would planning for permanency in building have on the attractiveness of Chicago, and why?*
16. *What causes the irregular and unsightly appearance of some Chicago streets?*
17. *What reasons can be urged for beginning now to build permanently?*

Memorial cross at Junction of Chicago River and Drainage Canal, foot of Robey Street. Erected in 1907 by the City of Chicago in memory of Marquette and Joliet on the spot where Father Marquette spent the winter of 1674-1675. [Copyrighted by Edgar S. Cameron.]

CHAPTER IX

# ORIGIN OF THE PLAN OF CHICAGO

We have seen how, in times of the past, the work of building cities by plans prepared by great architects was done in large part in obedience to the will of one man. A powerful ruler would think to perpetuate his fame by improving a city. One Emperor after another thus built up Rome.

CHICAGO. Railway Stations Scheme West of the River between Canal and Clinton Streets. Showing Their Relation to the Civic Center. This Plan Provides for the Railways at a Level Below that of the Street, with Stations Above.
[Copyrighted by the Commercial Club.]

It was no doubt the wish of Louis XIV to make his name famous for all time that moved him to have the plans of Paris prepared. In modern times, and in our country, this imperial way of city building is impossible. No one man has the power to order vast changes. It can be done only by wise leaders, thinking out plans for betterments and by their counsel leading the people to adopt their ideas for the good of all. Thus has the Plan of Chicago been originated and thus will it be carried out.

The Plan of Chicago was inspired in the minds of a small number of men, leaders in the business life of the city, and members of two of Chicago's most prominent social organizations—the Commercial Club and the Merchants' Club. This was in the period immediately following the World's Columbian exposition, held in Chicago in 1893.

After the great World's Fair was closed some of the men who had worked to make it a great success for Chicago met together at their clubs. They had learned during the Fair that orderly arrangement of buildings and streets gave a most pleasing effect. They clearly saw that to create a wide plan to that end and to carry it out throughout all Chicago would be to make their home

city famous all over the world. Therefore they set about working out a plan to do this great thing, and the plan they developed by years of study is today known as the Plan of Chicago.

While the Commercial Club Committee was working, an independent movement to the same end was started by the Merchants' Club. The plans thus advanced were entirely formulated by 1906, when the Merchants' Club formally undertook the work. In 1907 the two clubs united under the name of the Commercial Club, which, in 1908, gave the world the completed Plan of Chicago.

In producing the Plan of Chicago, the Commercial Club spared neither time, money nor effort in preparing all the charts, maps and drawings by famous architects necessary to carrying out the remodeling and developing of the city.

Thus, after years of study and hard work by the Commercial Club members, the Plan of Chicago was completed and ready for submission to the citizens in the early Fall of 1909. Then it was evident to the leaders of the agitation that the time had come to engage the public's interest and put the plan into the hands of the people's representatives. Conferences were held to determine the course to be followed. Counsel was taken of the city authorities, and, as a result, it was decided to create a permanent organization to be known as the Chicago Plan Commission. This body, it was decided, should be made up of a large number of men of influence composed so as to represent all the business and social interests of the city.

In accordance with the decision of the Commercial Club members to have the Plan of Chicago put in the hands of the people's representatives, the Mayor of Chicago on July 6, 1909, sent a message to the City Council in which he said, "Your attention is called to the Plan of Chicago, with a view to future action for the development and improvement of our city, with which plan you have all doubtless been made acquainted by newspaper publication and otherwise, and which has been or soon will be laid before you in detail.

"The Commercial Club of Chicago, which has fathered this project, has done a most important work for Chicago and its citizens. It has labored unselfishly, giving freely of its time, energy and money for a number of years to produce a clear, concrete and comprehensive plan of municipal development calculated to utilize the natural advantages of Chicago in the direction of making it a beautiful and attractive city as well as a commercial metropolis. The Commercial Club has asked to have presented to you the result of their work, with a view to securing your co-operation. In presenting it, it is desirable to make clear certain points as follows:

"First, the central idea out of which the Chicago Plan has grown is this:

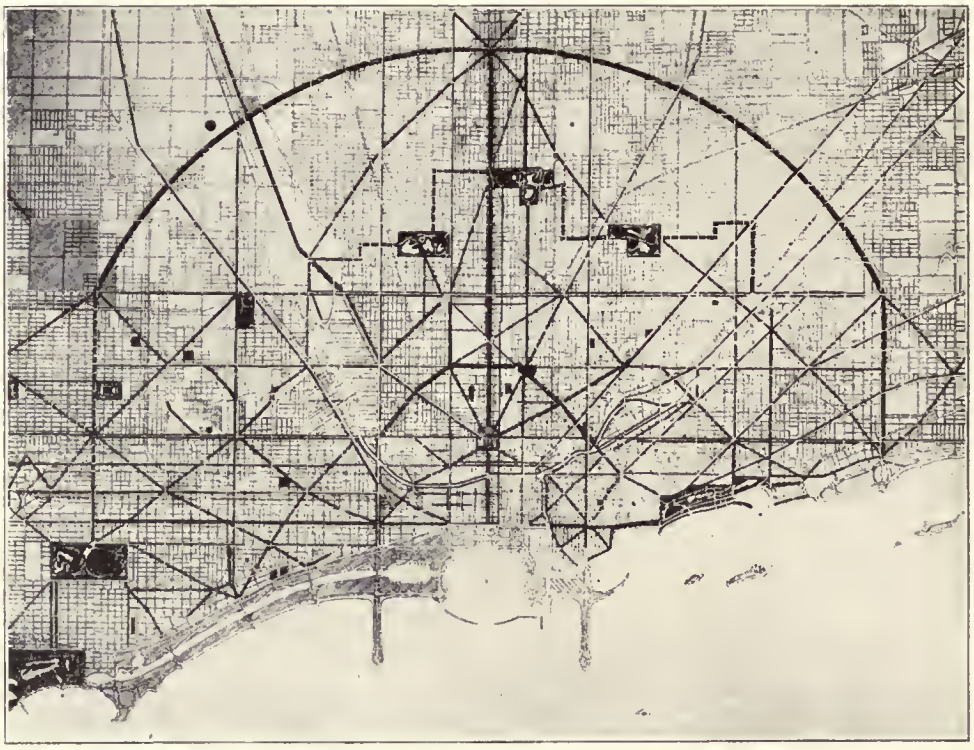
"If Chicago is to become, as we all believe, the greatest and most attractive city of this continent, its development should be guided along certain definite and prearranged lines, to the end that the necessary expenditures for public improvements from year to year may serve not only the purpose of the moment, but also the needs of the future; and from time to time and piecemeal as necessity calls for them may, in the long run, fit into and become parts of a well considered, consistent, practical, organized scheme of municipal development.

"Second, the Chicago Plan has been formulated as a basis and starting point, as it were, from which to work in the development of an official municipal plan that shall embrace the making of public improvements

and the development of public utilities in coming years. It is not presented to us as a hard and fast plan to be accepted or rejected as it stands. It is presented more as a suggestion of the possibilities of our situation, to be utilized in whole or in part in the development of an official plan as the best judgment of this community may determine.

"Third, the Chicago Plan is not presented as a scheme for spending untold millions of dollars now or in the future; on the contrary, it is a comprehensive suggestion of what may be accomplished in the course of years, it may be fifty, it may be a hundred, by spending in conformity with a well defined plan the money which we must spend anyhow from time to time on permanent public improvements. Paris has been made the world's most beautiful city because she has followed for more than fifty years the policy of making public improvements in conformity with a clearly defined plan. If the Chicago Plan were adopted now a good start toward its realization could be made at once, and without a dollar of cost to the people, by having the refuse and excavated materials, disposition of which is becoming a burden, dumped in the lake at specific localities for the making of islands, outer parks, etc.

"Fourth, the Chicago Plan is in conflict with no other plan or project for the industrial or commercial development of Chicago. It fits in with the recommendation of the Harbor Commission, it takes into account and provides for the city's growing transportation needs, both in relation to steam roads and in relation to transportation within the city limits and communication between the different divisions of the city.



CHICAGO. Plan of the Street and Boulevard System Present and Proposed. The Proposed Diagonal Arteries Are in Every Instance Extensions of Those Already Existing, and Around the Center of the City They Serve to Create in Conjunction with Rectangular Streets, the Proposed Circuit Boulevards. [Copyrighted by the Commercial Club.]

"Fifth, this plan is not to be considered as the embodiment of an artist's dream or the project of theoretical city beautifiers, who have lost sight of every-day affairs and who have forgotten the needs and interests

of the most of the people. On the contrary, experience and observation have taught us that development and beautification, if you please, making Chicago attractive to visitors from all parts of the world, will add to Chicago's resources a very great commercial asset, the value of which will be reflected in every piece of real estate within our limits. In producing this plan the main thought has been relief from the neglect from which the great West Side has suffered and for the congestion at the city's commercial center, which has so impeded healthy growth of the entire business district. In short, there has been kept in mind at every step in the production of the Chicago Plan not only the artistic but the commercial and industrial development of the City of Chicago, along lines that promise the best results at the least expenditure of time, effort and money.

Diocletian Baths, Rome.

"Sixth, the Chicago Plan does not contemplate the remodeling of Chicago in a year or a decade. It is the suggestion of a plan for the far future—a suggestion of something to grow to. It is offered now because the sooner comprehensive planning and building are undertaken the more quickly will results be accomplished and the less they will cost.

"The appointment of a commission has been asked for to take up this question and study further the problems involved in the Chicago Plan with a view to determining whether it is feasible to adopt any part of said plan now and if so where to begin. It is therefore recommended that your honorable body authorize the Mayor to appoint such a commission to be composed of members of your honorable body and citizens whose duty it shall be to take up this question to the end that the whole city and all elements in it may be fully informed as to what is contemplated in this plan for the future, so that an official plan of Chicago may be produced that will have the endorsement and support of the entire municipality."

At the same meeting the Mayor was given power to appoint the commission as asked for, and on November 1, 1909, he sent the City Council another message containing the names of 328 leading men of Chicago who were to make up the first membership of the Chicago Plan Commission. In

his second message the Mayor said: "By virtue of authority conferred upon me by your honorable body at the meeting held on July 6, 1909, I have appointed and transmit herewith the names of the members of the Chicago Plan Commission, which Commission is to take up, and study further the problems involved in said Chicago Plan relating to further improvements in the City of Chicago, with a view to determining and recommending to your honorable body whether any or all parts of said Chicago Plan should be adopted by the City of Chicago as a line of policy to be followed in making public improvements during the coming years.

"The plan represents the best effort of the best city planning talent in America, supplemented by the concentrated judgment of practical business men who, in looking toward making Chicago a more attractive city, have never lost sight of its further development possibilities along commercial and industrial lines. The membership of the Chicago Plan Commission has been made as representative as possible of every section and every element in our population.

The Viaduct at Auteuil over the River Seine, Paris, France.

"To secure at all times adequate representation on this Commission of the city government and of all other locally interested governmental agencies, it is respectfully recommended that the persons appointed because of their official positions which they now hold, to-wit, members of the City Council, chairmen of Council Committees, the Corporation Counsel, Commissioner of Public Works, City Engineer, Health Commissioner, President of the Board of Education and President of the Public Library Board of the City of Chicago, the President of the County Board, the Presidents of the Park Boards and the President of the Sanitary District, shall be held to be ex-officio members of said Commission, whose membership on such Commission will cease when they retire from the offices which they now hold, and in this recommendation I would respectfully ask the concurrence of your honorable body.

"To secure stability in the Chairmanship of the Commission and to keep it unaffected by the frequent changes among holders of public office, as well as to recognize tireless and patriotic devotion to Chicago, I have named as Chairman a leader in the Plan movement, who is a member of the Commercial Club."

Three days later, on November 4, 1909, the first meeting of the Chicago Plan Commission was held in the City Council Chambers. The Chairman in his opening address to the Commission outlined

the task of the organization by saying:

"The duty which has been imposed upon us is:

"To take up this question to the end that the whole city and all elements in it may be fully informed as to what is contemplated in this plan for the future, so that an official plan of Chicago may be produced that will have the endorsement and support of the entire municipality.

"These sentences announce the platform upon which we stand and designate the task which our fellow citizens will expect us to accomplish.

Modern Athens and Mt. Lycabettus.

"The plan to be adopted by this Commission must be as much for the benefit of the great West Side as for the North Side or the South Side; it must comprehend the needs of every district and every locality from Jefferson to West Pullman and from Hegeswich to Rogers Park.

"We have arrived at a stage in our city's life which requires the formulation and adoption of a plan for the orderly, systematic and beautiful development of our city commercially, industrially and esthetically.

"With the growth of the country tributary to Chicago and with the enormous development within the industrial zone of Chicago, still almost in its infancy, the ratio of increase in population should be even greater in the future than in the past, and with such an increase there will surely arise an irresistible demand for increased and better public utilities, for finer public improvements, more comfort, better provisions for rational recreation and enjoyment and for more beautiful surroundings generally.

"If we, during the coming years, should expend no more on civic improvements than we have done in the past, we shall nevertheless accomplish vastly more if an official plan of Chicago be adopted. In this way we will make each year's work fit into the plan as part thereof, so that finally we shall have a city as famous for its beauty as it now is for its grit and energy.

"If we shall hope to have the plan adopted we must take the people fully into our confidence. We must offer them a feasible and practical plan. We must explain just what we propose doing and how it can be done. We must prove to our fellow citizens that a good plan, systematically and carefully carried out, will be a commercial asset of great value and will make our city more habitable, more comfortable and healthier for ourselves and for our children. As soon as the citizens of Chicago realize the full importance of these advantages we may safely leave it to them to provide ways and means for carrying out the plan in its full scope.

"This work if accomplished will mark a third epoch in the history of Chicago, the

two other great epochs being the rebuilding of our city after the fire of 1871 and the creation of the World's Columbian Exposition in 1893, the grandest the world has ever witnessed.

"Our task is indeed great and difficult, yet not at all so seemingly hopeless as was to our fathers the problem of rebuilding a large city laid in ashes and of re-establishing a home and a fortune swept away over night by fire.

"The people of the United States at the time of the Fair of 1893 watched our efforts with more or less benevolent doubts and misgivings, but today our greater aspirations and efforts are looked upon and followed everywhere in an entirely different spirit."

Siena, Italy. This Silhouette of Towers is Characteristic of Italian Towns in the Middle Ages.

Now we have learned something of how the Chicago Plan Commission was organized and what its mission is. We should know a little about how it carries on its work. The Chicago Plan Commission as constituted is guided in many of its activities by suggestions from its Executive Committee, which has twenty-nine members, and of which the Chairman of the Commission is the head. All the important policies of the Commission are discussed at the meetings of the Executive Committee, and at its sessions are reached the decisions which affect and guide the progress of the work of city planning.

It is the policy of the Commission in considering the various phases of its work in relation to the completed plan of the future city to have ample discussion at its sessions of all subjects with which it deals. Its members being drawn from all parts of the city and representing all the great divisions of trade, manufacturing, commerce and professional effort which encompass Chicago's greatness, the Commission is proving a great melting pot of ideas of civic advance. It is a great deliberative body, whose policies once decided can be relied upon as the right ones, because they represent the essential of the vital elements which combine to produce the all-conquering Chicago spirit.

When sufficient time had elapsed for the Commission to thoroughly study the plan and gain intimate knowledge of the great task of actually promoting the work of the plan, its officers were confronted with the need of a director trained in the work of organizing and promoting large projects, and on January 13, 1911, appointed a Managing Director. Upon taking office the Director said: "Naturally the plan must be worked out piece by piece. Those who have contemplated it as a whole have said 'Impossible,' forgetful of the all-important fact that every great structure must first have a plan before it can be reared stone by stone. The idea as contained in the plan for creating order out of chaos in Chicago should be taken up by the entire clergy of the city, all school teachers in public, parochial and private schools, by the professors in all departments of our colleges, by clerks in stores and offices, by factory

employes and laborers of all classes. Every Chicagoan, neighbor to neighbor, should catch the Chicago Plan spirit and talk about it. It is the one Chicago issue that all Chicago can and should unite on—a non-partisan, non-political business plan to harmonize some of the loveliness and unloveliness of physical Chicago, an idea to make a practical, beautiful piece of finished fabric out of Chicago's crazy quilt. Chicago in many respects is the admiration of the world, and likewise the world wonder of the past half century. Notwithstanding our marvelous business enterprise, unparalleled transportation facilities, unexcelled geographical location, center of education, center of constructive art, center of music, center of science—with all these advantages, physical Chicago has been neglected. The mistakes we have made are natural and perhaps, therefore, pardonable, for we have been a busy city, building up a strong foundation for commercial and industrial supremacy. That accomplished, Chicago can no longer find a reasonable excuse to ignore her great obligation in the matter of adequate public improvements. It is not only the duty of every citizen to help make his city a clean and comfortable place in which to live, while he is establishing his business and making money, but incidentally it is a splendid business investment to make his city so attractive to every one, both resident and non-resident, that some of the millions of money spent elsewhere each year will remain at home."

CHICAGO. General Map Showing Topography, Waterways and Complete System of Streets, Boulevards, Parkways and Parks. The Parkways and Parks Encircle the City. They are Placed in Relation to the Radiating Arteries and Increase in Area in Proportion to Their Distance from the Center (Green). Also Showing Railroads (Red), the Proposed Harbors at the Mouths of the Chicago and Calumet Rivers and the Location of Outlying Townships. The Elevation of the Ground is Shown by Increasing Depth in Color (Orange) from the Center of the City.
[Copyrighted by the Commercial Club.]

There is another and deeper motive in planning for the future greatness of the

city than its splendid material upbuilding. This is of significance only as it expresses the actual social, intellectual and moral upbuilding of the people, and, so far as, in turn, it opens the way for further development of this higher type. City building means man building. Who is there among us who is not lifted above sordid industrial existence into the realm of the beautiful and ennobling things in life by attractive surroundings? Beautiful parks, fine monuments, well laid out streets, properly lighted, paved and amply provided with shade trees, relief from noise, dirt and confusion—all these things and many others contemplated in the Plan of Chicago are agencies that make not only for the future greatness of the city but the happiness and prosperity of all the people within our gates.

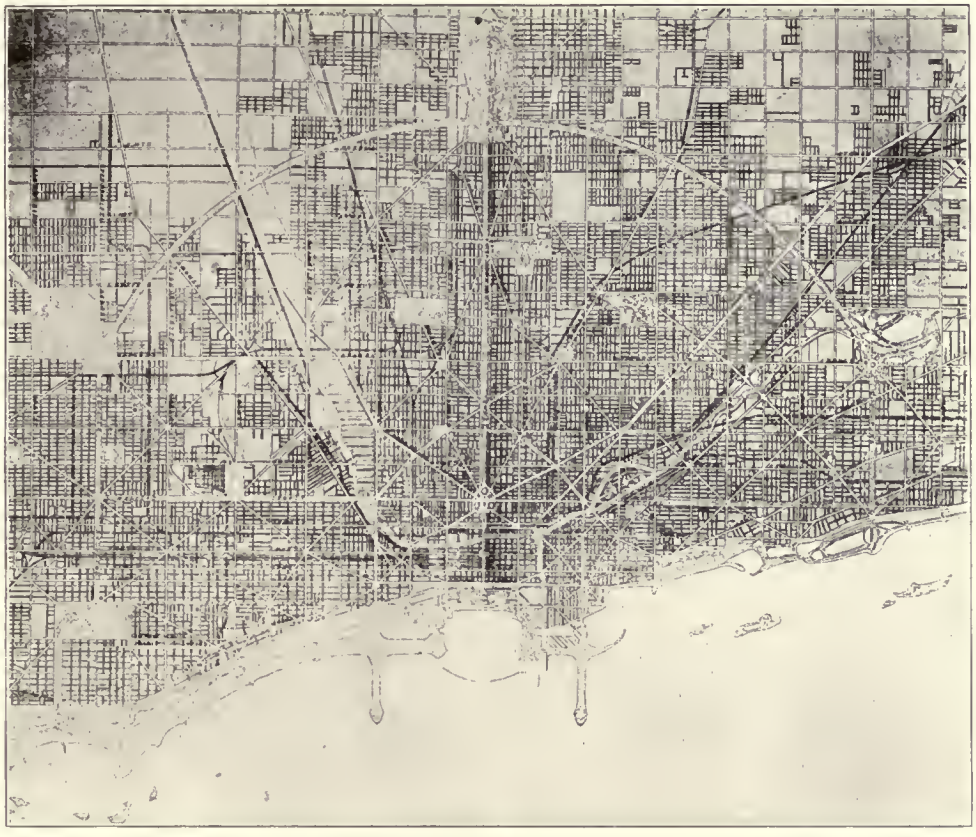
The ideal of a city must rise above mere commercial and industrial supremacy, taking the higher ground of becoming an attractive, composite home for its residents both of large and small means, as well as for the stranger within its gates. Such a city would not only attract a multitude of people seeking a home, offering all the best advantages of city life, but would also retain that class of residents who go abroad for such advantages, spending millions of dollars in Paris, Berlin and London, and other famously attractive foreign cities. While the wealthier class of citizens in any community can build up beautiful residence sections on well laid out avenues and boulevards, what will become of those who have neither organization nor money to aid them in intelligently planning the most meagre comforts of ordinary home surroundings? The interests of the inhabitants of the most unfortunate districts must be safeguarded beyond anything else, for they and their children form the backbone of the intelligent American laboring class. No other plan of any other city, foreign or otherwise, so thoroughly provides for equal benefits and comforts of all classes as does the Chicago Plan.

The energy with which the Chicago Plan Commission undertook its work for betterment is shown by the fact that on November 16, 1909, less than two weeks after it was created, the Commission took up the first great task of its career—the widening of Twelfth Street, about which we will learn in another chapter. This work, when completed, will result in making a broad thoroughfare from the lake front reaching through the very center of Chicago's population.

1. *What was the thought of a powerful ruler in improving a city?*
2. *Give three reasons why the imperial way of city building is impossible in modern times.*
3. *How was the Plan of Chicago originated or inspired?*
4. *In what period was the Plan of Chicago inspired?*

CHICAGO. View of the City from Jackson Park to Grant Park. The Proposed Shore Treatment as a Park Enclosing a Waterway (or a Series of Lagoons) is Shown, Together with the Yacht Harbor, Recreation Piers and a Scheme for Grant Park. [Copyrighted by the Commercial Club.]

5. *What did the men who originated the Plan of Chicago learn and see during the World's Fair?*
6. *What other club started an independent movement for a plan while the Commercial Club Committee was working?*
7. *In what year were the plans entirely formulated?*
8. *In what year did the Commercial Club and the Merchants' Club unite?*
9. *Under what name did the two clubs unite?*
13. *What was decided as a result of counsel with the city authorities?*
14. *Of what was it decided the Chicago Plan Commission should be composed?*
15. *On what date and in what year did the Mayor of Chicago send a message to the City Council seeking authority to appoint the Chicago Plan Commission?*
16. *What did the Mayor say that necessary expenditures for public improvements should serve from year to year?*



CHICAGO. Plan of a Complete System of Street Circulation and System of Parks and Playgrounds, Presenting the City as an Organism in Which all the Functions are Related One to Another.

[Copyrighted by the Commercial Club.]

10. *In what year did the Commercial Club give the completed Plan of Chicago to the world?*
11. *How and when was the Plan of Chicago ready for submission to the citizens?*
12. *After years of study and hard work on the Plan of Chicago by the Commercial Club members, what was it that became evident to the leaders of the agitation?*
17. *What did the Mayor say of the manner in which the Chicago Plan had been formulated?*
18. *What did the Mayor say about the Plan of Chicago not being presented as a scheme for spending untold millions of dollars?*
19. *What did the Mayor say about the relationship of the Plan of Chicago to other proposed commercial or industrial projects?*

*20. What did the Mayor say first about the Plan of Chicago not being an artist's dream?*
*21. How did the Mayor express himself on the Chicago Plan as not contemplating the remodeling of Chicago in a year or a decade?*
*22. In seeking authority to appoint the Chicago Plan Commission, what did the Mayor say its duty should be?*
*23. On what date and in what year was the Chicago Plan Commission appointed?*
*24. How many leading men of Chicago made up the first membership of the Chicago Plan Commission?*
*25. What did the Mayor say in his second message to the City Council concerning the duties of the Chicago Plan Commission?*
*26. What did the Mayor say about the membership of the Chicago Plan Commission?*
*27. What provision did the Mayor make to secure at all times adequate representation on the Chicago Plan Commission of the city government and all other locally interested governmental agencies?*
*28. On what date and where was the first meeting of the Chicago Plan Commission held?*
*29. What did the Chairman say in his first address to the Chicago Plan Commission about the plan to be adopted by the Commission?*
*30. What did the Chairman say about our city's life?*
*31. What did the Chairman say would follow the enormous development within the industrial zone of Chicago?*
*32. If an official Plan of Chicago be adopted, what would be the result during the coming years as compared with the past?*
*33. What were the two great epochs in the history of Chicago, besides the third one, laying the foundation for the Plan of Chicago?*
*34. By what is the Chicago Plan Commission guided in many of its activities?*
*35. What is discussed at meetings of the Executive Committee and what decisions are reached?*
*36. From where are the members of the Commission drawn and what do they represent?*
*37. What is the Commission proving to be?*
*38. Why can the policies of the Chicago Plan Commission be relied upon as the right ones?*
*39. Of what have those been forgetful who have said the plan was impossible?*
*40. What is intended to be accomplished through various means of publicity?*
*41. By whom should the idea for creat-*

Arch of Septimus Severus, Rome.

Temple of Vesta, Rome.

*ing order out of chaos in Chicago be taken up?*

*42. Having built up a strong foundation for commercial and industrial supremacy, of what can Chicago no longer find a reasonable excuse?*

*43. What is another and deeper motive in city planning than material upbuilding, and what is its significance?*

*44. What does city building mean?*

*45. What is the effect upon us of attractive surroundings?*

*46. What are the agencies that make for the future greatness of the city and the happiness and prosperity of all the people?*

*47. What must the ideal of a city rise above, and what higher ground should it take?*

*48. Why should the interests of the inhabitants of the most unfortunate districts be safeguarded beyond anything else?*

*49. Why is the Chicago Plan superior to that of any other city, foreign or otherwise?*

*50. How is the energy with which the Chicago Plan Commission undertook its work shown?*

*51. What will this work result in when completed?*

CHAPTER X

# THE COMMERCIAL POSSIBILITIES OF A PLAN FOR CHICAGO

An event of historical interest and importance to the City of Chicago occurred on the evening of January 8, 1910, of great worth in promoting the work of the newly appointed Plan Commission. On that date the Commercial Club of Chicago tendered a dinner to and in honor of the Commission. The general subject of the meeting was "The Presentation of the Plan of Chicago." Speaking to this subject, the President of the Commercial Club, in his introductory remarks, said:

"This meeting is to commemorate the presentation by the Commercial Club of the Plan of Chicago to the citizens of Chicago. The Plan is Chicago's message to the world that the indomitable energy that builded Chicago in a generation is still our energy; that the genius that created the unrivalled beauty of the world's greatest fair is still our genius, and, above all, that the spirit that has made progress the symbol of our commercial life, has stamped "I Will" upon the progress of our civic life. City planning is coming to be more and more recognized as an important and national factor in the betterment of civic conditions and the Plan of Chicago has already commanded world wide attention. The plan is a great constructive work. It is practical, sane and efficient, and knows neither the

Sir Christopher Wren, the Famous English Architect, Who Prepared a Plan for the Rebuilding of the City of London After the Great Fire That Destroyed It in 1666.

untenantable heights of irrational fancy and extravagance, nor the constricted depths of parsimony and self-interest. It is a gospel of common sense which sees loss in haphazard building and economy in well ordered construction. To properly direct the

CHICAGO. Bird's Eye View Looking Northeast from the Corner of Jackson Boulevard and Dearborn Street.

expenditures of the vast sums that are now and will continue to be spent on Chicago's improvements is its primary aim."

The first speaker, responding to the subject, "The Broader Aspects of City Planning," said:

"Chicago is far closer in spirit to the great territory which it dominates than is Paris or London or New York. Every conceivable geographical area has its metropolis or capital, and of that territory bound on the East by the Appalachians and on the West by the Rocky Mountains, Chicago is more truly a capital than she has ever been. What Chicago plans and executes will determine to what extent the comfort, the pleasure and the pride of our mighty inland empire shall be satisfied. A hundred million of people will soon look to this city as their capital, their center in which to trade, to hear music, to see pictures, to enjoy themselves. This places a high responsibility upon the men who control public and private business in Chicago. They have instinctively recognized that responsibility from the date of the first settlement here. This dinner marks a great event in our civic history, for the responsibility for the development of the Plan of Chicago passes tonight literally into the hands of the City of Chicago. The Chicago Plan Commission, in the truest and best sense, represents the people of this city. Public confidence must be secured ward by ward, street by street. The people must be shown what the Plan of Chicago means to them, so that there may be had an irresistible public opinion behind this great movement. Upon recognition of this great opportunity depends to a large extent the respect and regard not merely of the citizens of Chicago but of the millions of the Mississippi Valley who are thus being indirectly served. The Commission should not be bound in its vision of what it may accomplish by anything which has been accomplished in the past. The Plan of Chicago offers a closely reasoned, carefully studied, well balanced solution which provides generously alike for all the community. This plan, or some equally well reasoned, well studied plan, should be adopted. Full development of public opinion will mean that the first giant stride toward a proper civic development will have been made."

Following this speaker, the Chairman of the Commission, speaking on the topic, "The Economical and Commercial Features of the Chicago Plan," said:

"Aside from the aesthetic and hygienic value an orderly, systematic and beautiful development of our city will produce, the commercial asset is of incalculable value. In the sixty days between June 1 and July 31, 1909, 17,343 Americans registered at the 25 leading hotels in Paris. It is a low estimate to assume that the hundreds of other hostelries in the French capital lodged at least 10-000 more. At the moderate estimate of 300 francs ($60.00) a head, this makes 8,202,800 francs ($1,640,560.00) spent by Americans in two months' time, but this is for hotels alone. If each visitor went twice to a theatre, considered a moderate estimate, it would amount to 250,000 francs ($50,000.00) more. Five hundred thousand francs ($100,-000.00) was probably spent in Paris restaurants, while calculating their cab fare at 10 francs ($2.00) a head, 273,430 francs ($54,-686.00) was expended for locomotion. Here we have a total of close to $2,000,000 expended by Americans for their daily sustenance and a few of their daily amusements. No account at all is made of the purchase of clothing, jewelry, objects of art and other things which our countrymen bring home in such abundance every year. Would it not be a profitable investment for

Chicago to be in a position to attract at least a part of this travel from other parts of the United States, even from other parts of the world? Making a good investment by making a city both convenient and attractive is proved by the fact that the Paris Chamber of Deputies on December 28, 1909, authorized the Paris municipality to contract for a loan—mark a loan—of 900,000,000 francs ($180,000,000.00) for an elaborate scheme of improvements, including the demolition of unsanitary quarters, the construction of new streets, gardens and schools and for other changes in public works.

Reliable statistics of the year 1909 stated that the amount of money spent in New York by out of town visitors every year has now reached a sum where it surpasses the estimated cost of the Panama Canal. During the month of November of that year, Father Knickerbocker entertained nearly 2,000,000 out of town visitors. As nearly as can be computed, the average visitor there spends at least $50.00 for accommodations, food, entertainment and general shopping purposes, which figured on the basis of November figures, amounts to $100,000,000.00 a month. The significance of these figures should be realized; also the material advantage of catering to the millions of visitors who consider Chicago their objective center. As a people we have the reputation of being practical in everything we undertake, and this reputation we want to maintain. Too often, however, we make up our minds to do things without giving them sufficient investigation. All propositions of importance, whether economical, financial or otherwise, should first receive most careful consideration and study by experts and men of broad and practical experience, as was done in the Plan of Chicago, and is the invariable rule in all progressive countries of Europe. We should learn to profit by the experience of others. We should emulate the examples of Paris, Dusseldorf, Vienna,

VIENNA. Bird's Eye View of the City.

and Berlin and not make the mistake London made after the destructive fire in 1666, when the ample and far-sighted plans of Sir Christopher Wren were adopted but never carried out. That opportunity will never return to London, and whatever may be done in the future will have to be done at enormous expense. Chicago's golden opportunity is now at hand. Today all the important features of the plan can be carried out at a comparatively small cost. The longer we delay the more expensive it will become and many things now practical will be made impossible. Today the future of Chicago rests upon a foundation so solid that we may safely provide for its future in a most adequate and comprehensive manner. With the center of population of the United States but a few miles beyond the state line of Indiana to the south, Chicago is today the greatest center and distributing point of the United States. This, in connection with our location, will cause Chicago's growth in the future to surprise the most sanguine. The changing conditions of life in this country as elsewhere, demand now more than ever that intelligent action be taken to improve the conditions of living in our cities. The adoption of a plan along the lines we have suggested will have a most important bearing upon the inauguration of hygienic measures for the benefit of our citizens. However, the consideration of this side of the question must be left to experts, whose duty it should be to ascertain the causes of distress and illness, recommend preventative measures, and suggest means for disseminating knowledge of the results so ascertained which, when thoroughly understood, will awaken a great demand for the necessary legislation to remedy the ill conditions shown to exist, and to provide for more public aid. We must not overlook, however, the fact that improvements indicated in the plan creating more streets, more parks and better surroundings generally will be a strong object lesson to all our citizens to secure and maintain cleaner and more beautiful surroundings in their own home."

The closing speaker at this notable dinner of the Commercial Club of Chicago to the Chicago Plan Commission, said:

"Chicago stands without a parallel in the history of the world; second in population on this continent and soon to be the first; fourth in population of the cities of the earth, and to be first within the lifetime of men here tonight; first in industrial activities and the financial and commercial center of an area larger, more productive and with greater potentialities of population than nations that loom big in the world's history—Chicago has reached her rank in but little more than the three score years and ten allotted to man. Here is the great crucible into which has been poured people, customs and traditions from a field that covers the earth, and from which is emerging the final product of ten centuries of political struggle—American democracy. As heir to the ages, Chicago is working out the problems of self government and rights of man that had their inception with the dawn of history in the forests of Friesland and Jutland and came down to us step by step through centuries of trouble, always triumphant, never completed.

"The physical and moral deterioration of the human race under bad conditions of city life is one of the great problems of the age. That city life is producing a physically and morally deficient life is apparent, especially in old cities where the process has gone on longer. Chicago's problem is to check this tendency before it has a fixed type of physical and moral inferiority. If you will consult the deficient and delinquent

records of Chicago, as well as the records of premature mortality in connection with a map of the city, you will find certain black spots on the map representing districts in which misery, vice and early death seem congested. Go now actually to that section of the city and you will find an unanswerable indictment of the conditions of life under which we permit some of our people to exist. Proper housing, proper sanitation, air and sunlight are the first rights of humanity, and when we permit them to be denied, we must accept responsibility for the inevitable result.

"Chicago has become what she is through individualism. Men, as units, in striving for their own personal advancement, have, in the aggregate, produced that which we call Chicago. Our growth and development have been natural, but without any general underlying plan tending to bring about an harmonious and symmetrical whole, which is essential to the perfect development of any growth.

"A Plan well thought out and perfectly balanced is essential to the conduct of all affairs. The tremendous success which measures the achievement of the great industrial and commercial concerns of Chicago is not the result of haphazard conditions, but is brought about as the natural and inevitable result of a thorough appreciation before the industrial campaign is begun, of exactly what it is desired to accomplish, and how it is to be accomplished. In every well ordered affair of life there is an underlying basic plan, and the success or failure is in close proportion to the care and skill with which that plan is laid out. In making Chicago, however, evidence of any intelligent foresight, evidence of any appreciation of the manifest destiny of the town, evidence of any abiding and well grounded faith in the future of the community is lacking when we begin to analyze the conditions under which we have grown. We can in the future provide that new public buildings and, so far as we may be able to control by advice or argument, large private enterprises shall be builded and developed in accordance with a well digested scheme to be worked to through the ages, but when it comes to the laying out of broad avenues through territory already developed, and dedication of encircling streets for the re-

LONDON. Bird's Eye View of the City.

lief of traffic congestion, when it comes to the planning of parks and playgrounds in districts densely populated, it means the direct expenditure of much money. Such expenditure is justifiable; such expenditure will return many-fold in profit to the city in the shape of better conditions in living, better physical opportunities for the development of a strong and vigorous race of man.

fully not through the co-operation between the various governing bodies affected but through the consolidation of such governing bodies and the placing of their forces under the direction of a single intelligence.

"The Plan of Chicago means the City Practical. Dirt, grime and sordid conditions are not a part of industrial and commercial success. They are rather evidences of failure to grasp the fundamental truth

NEW YORK. Bird's Eye View Looking North.

"One of the clearest lessons taught in the magnificent Plan of Chicago is the absolute necessity for the consolidation of all forms of government, not merely within Chicago, but within the territory lying about and naturally a part of the metropolitan territory of Chicago. If we are to develop a metropolitan area around us, with an eye single to the coming years, when our population has spread out over the surrounding prairies, we must begin to lay out our plan of roadways, boulevards and parks, even as Haussmann laid them out in Paris, through fields and gardens that are virgin of population, and we can do that successthat men who are happy, whose lives are cast in pleasant places, who are clean of body and clean of mind, are the men who best do things.

"The industrial and commercial elements of Chicago, upon which its great success at this time rests, are interested in securing the most efficient labor with which to carry on their business and the largest possible home market of healthy and happy customers. That which will improve the economic efficiency of the laboring men and women of our city will to the same extent add to the industrial and commercial possibilities of Chicago. A city built on rational

and modern lines means more of comfort, more of health, more of opportunity for physical, mental and moral development for its people.

"As Rome rested upon her citizenship, so Chicago's commercial and industrial supremacy rests upon the character, capacity and physique of her industrial workers, and part of the wealth created by men who toil through life means, in any well regulated order of affairs, the bringing of joy and the securing of more comfort and better opportunities to those who produce such wealth."

1. *What event of historical interest and importance to the city of Chicago occurred on the evening of January 8, 1910?*
2. *What was the general subject of the meeting?*
3. *What was said at this meeting about the plan in connection with indomitable energy, genius and the "I Will" spirit?*
4. *What is city planning coming to be in the betterment of civic conditions?*
5. *Describe the manner in which the plan was drawn.*
6. *What is the gospel of the Plan of Chicago?*
7. *What is the primary aim of the Plan of Chicago?*
8. *What was the subject of the first speaker's address?*
9. *Of what territory is Chicago truly the capital?*
10. *What does Chicago determine when she plans and executes?*
11. *How many people will soon look to this city as their capital, and for what purpose?*
12. *Why did this dinner mark a great event in our civic history?*
13. *What does the Chicago Plan Commission represent in the truest and best sense?*

PARIS. Bird's Eye View of the City, Showing the World Famous Thoroughfare, the Champs Elysees.

14. *How must public confidence be secured and why?*
15. *What depends upon the Chicago Plan Commission's recognition of its great opportunity?*
16. *By what should the Commission not be bound in its vision of what it may accomplish?*
17. *What does the Plan of Chicago offer?*
18. *What will full development of public opinion mean?*
19. *What was the topic of the second address?*
20. *What will the orderly, systematic and beautiful development of our city produce?*
21. *How many Americans registered at the 25 leading hotels in Paris in the 60 days between June 1st and July 31st, 1909?*
22. *How many more were lodged at the hundreds of other French hostelries?*

*23. How much did Americans spend in two months' time for hotels alone, and how is this amount estimated?*
*24. How much additional was spent on theatres?*
*25. How much additional was spent in Paris restaurants?*
*26. How much additional was spent for locomotion in Paris by American visitors?*
*27. How much was the total amount expended by Americans for their daily sustenance and a few of their daily amusements?*
*28. Of what is no account made?*
*36. Where does Chicago stand, according to the closing speaker?*
*37. What is one of the great problems of the age, and what is Chicago's problem?*
*38. Through what has Chicago become what she has? Describe Chicago's growth.*
*39. What is it that measures the achievements of the great industrial and commercial concerns of Chicago, and of what are these achievements the result?*
*40. What do we find lacking when we begin to analyze the conditions under which we have grown?*

BERLIN. Bird's Eye View of the City.

*29. On December 28, 1909, what did the Paris Chamber of Deputies authorize the Paris municipality to do, and for what purposes?*
*30. What surpasses the estimated cost of the Panama Canal?*
*31. How many out of town visitors were entertained by Father Knickerbocker in November, 1909?*
*32. How much does the average visitor spend in New York for accommodations, food, entertainment and general shopping purposes, and how much does this total for a month?*
*33. By whom should all propositions of importance be studied?*
*34. What examples should we emulate, and what one should we avoid?*
*35. Why is immediate action necessary in carrying out the Plan of Chicago?*
*41. What is one of the clearest lessons taught in the magnificent Plan of Chicago?*
*42. How can the Chicago Plan be carried out successfully in developing a metropolitan area with an eye single to the coming years, as Haussmann laid out Paris?*
*43. What does the Plan of Chicago mean?*
*44. Of what are dirt, grime and sordid conditions not a part? Of what are they an evidence?*
*45. What does a city built along rational and modern lines mean?*
*46. Upon what must Chicago's commercial and industrial supremacy rest?*
*47. What should part of the wealth created by men who toil through life mean, in any well-regulated order of affairs?*

The World's Columbian Exposition, Chicago, 1893. The Court of Honor, Looking Towards the Peristyle.

## CHAPTER XI

# THE PLAN OF CHICAGO; ITS PURPOSE AND MEANING

The Plan of Chieago, as it has been worked out, is a plan to direet the future growth of Chieago in a systematie and orderly way. Its purpose is to make Chieago a real, eentralized eity instead of a group of overerowded, overgrown villages. It means, when it is earried out, that Chieago will hold her position among the great eities of the world, that Chieago is to be given opportunities for indefinite growth in wealth and eommeree, and that Chicago is to beeome the most eonvenient, healthful and attraetive city on earth. History shows that this work will give to us, the owners and builders of Chieago, world-wide fame that will be everlasting.

We have seen that in the history of the cities of the past their building aeeording to a definite plan has had to do ehiefly with two elements, namely, congestion, which means the erowding of large numbers of people into small areas; and traffic, whieh means the movement of merehandise and people from one part of the eity to another. We modern people, owing to the advanee in seience during our times, recognizes another element as of great importance, namely, the creation and preservation of conditions promoting publie health. We know that if a eity is to eontinue strong and progressive, or even if it is to eontinue to exist at all, its people must be healthy and its ehildren robust.

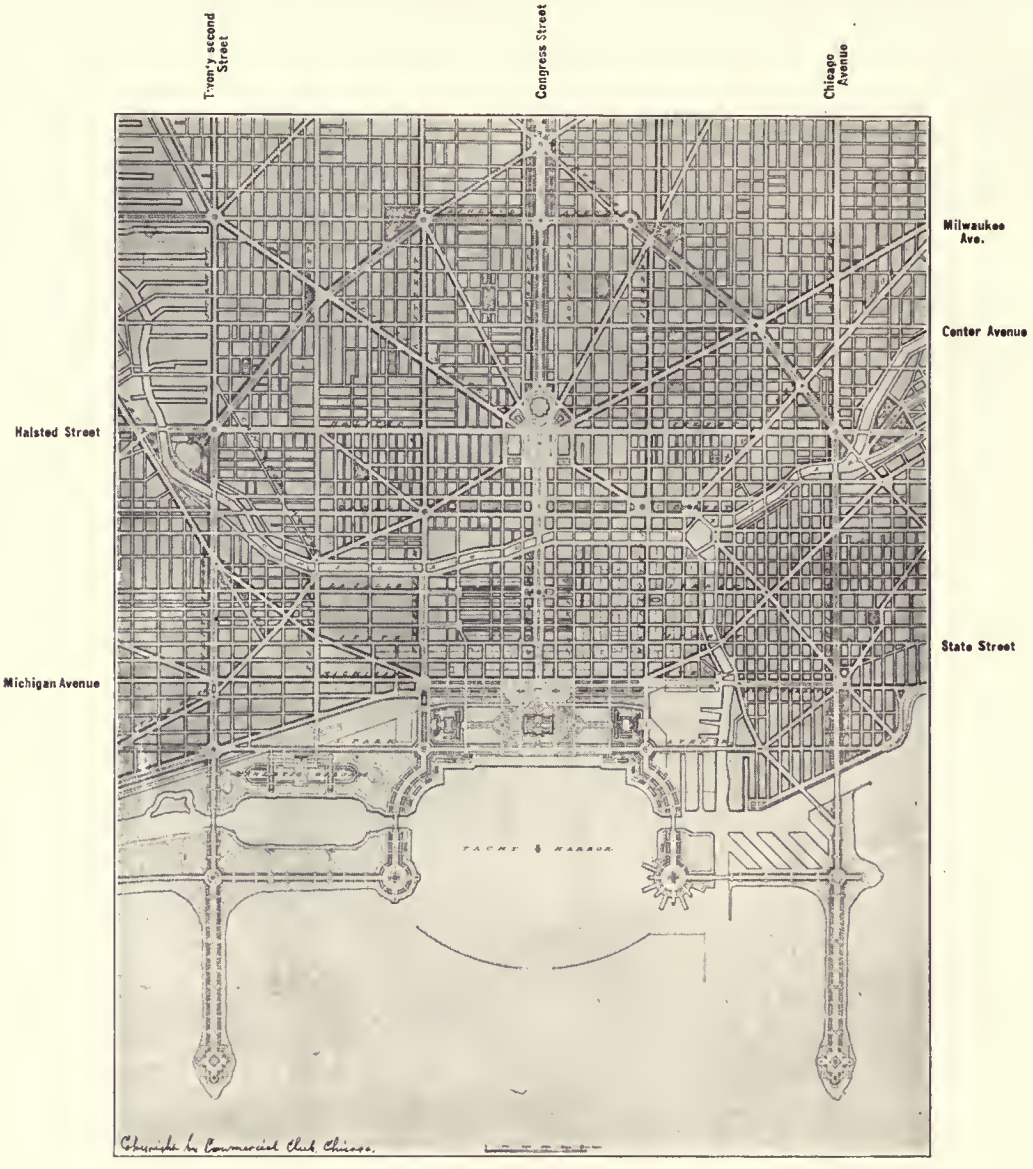
Above everything else, then, the Plan of Chicago is eoncerned with our vital problems of eongestion, traffie and publie health. The plan will do away with congestion in the eity and its streets, and so promote the health and happiness of all. It will make traffic easy and eonvenient, and so make it easier and eheaper to earry on business, thus inereasing the wealth of the eity and its people faster than will be possible otherwise. The plan will give Chieago more and larger parks and playgrounds, and better and wider streets, and thus make the whole people more healthy and better able to earry on the work of eommeree and eivilization in our great city.

All over the world today eities are growing as they never did before. Steam and eleetrie transportation have made it easy to transport food for multitudes. Modern manufacturing methods draw large numbers of men together in eities to eheaply produee elothing, maehinery and the varied supplies men need in their daily lives throughout the world. No eountry in the world, however, has given rise so rapidly to large eities as the United States, where it was shown by the census of 1910 that forty out of every one hundred people now reside in cities, and, of these, twelve reside in the three eities of New York, Philadelphia and Chieago.

Wise men who have made a study for years of eity growth tell us that this moving of mankind toward the eities is only starting, and that it is sure to eontinue, probably with a stronger and stronger tide, for many years to eome. At the same time other men of science, devoting their lives to a study of the effect of city life upon humanity, deelare to us that the physieal eondition of people in the cities, as eompared with the people of the open eountry, is deteriorating. City life, they say, saps the energy of men, and makes them less effieient in the work of life. The remedy for this, they tell us, lies in providing increased means of open-air recreation, better sanitation in city houses, and more light and air in city streets. The Plan of Chicago provides for eomplying with this

imperative demand. To preserve ourselves and our city by meeting this call for better health conditions is an aim of the Plan of Chicago.

Another appeal for the adoption of the Plan of Chicago is that made to the business instinct of our people. To carry it out means to attract to our city millions of dollars now being spent every year in other cities. When we have created a great attractive city here people will be drawn to it from all over our country, as today peo-




CHICAGO. Plan of the complete system of street circulation; railway stations; parks, boulevard circuits and radial arteries; public recreation piers; yacht harbor and pleasure boat piers; treatment of Grant Park; the main axis and the Civic Center, presenting the city as a complete organism in which all its functions are related one to another in such a manner that it will become a unit.

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ple are attracted to Paris. They will visit Chicago with their families and friends and remain indefinitely to enjoy the delights of the city, with vast resultant benefit to all our citizens.

In drawing the Plan of Chicago, the architects constantly kept in mind the needs of the future city in the three great elements of congestion, traffic and public health. They took the city as it has grown up and applied to it the needs of the future in transportation in recreation and in hygiene.

Because we are a commercial people, and live in a great commercial city, first thought was given to transportation. The architects' first care, therefore was to create a proper system of handling the business of Chicago in its streets, and upon its street railways, its steam railroads and its water courses. The greatest part of the plan, then, refers to improving the existing streets, to cutting new ones where necessary, to arranging the city's railway and water terminals most effectively, and to the quick and cheap handling of all the business of Chicago.

This plan of transportation completed, the architects set about a plan of making Chicago more attractive, of providing parks for the people in the places where they should be provided, of giving the people recreation grounds both within the city and in the outer district nearby, of improving and beautifying the lake front of the city, and so arranging all things that the future people of Chicago may be strong and healthy, and so ambitious to extend the fame and the commerce of their city.

Finally, in their planning, the architects recognized the need of giving the people of Chicago a way to express in solid form their progressive spirit. The people of Chicago have always been proud of their city, of its importance and its power. The architects strove, therefore to provide a means whereby the civic pride and glory of Chicago could be shown to the world in imposing buildings of architectural grandeur. Thus they provided a civic center upon a vast scale, to be improved with towering buildings serving as the seat of city government, uniting and giving life to the whole plan of the metropolis, and standing as a notice to the world of the tremendous might and power of a city loved and revered by its millions of devoted and patriotic citizens.

1. *What is the Plan of Chicago as it has been worked out?*
2. *What is the purpose of the Plan of Chicago?*
3. *What will the Plan of Chicago mean when carried out?*
4. *What two elements have had to do chiefly with the building of cities of the past according to a definite plan?*
5. *What other element do modern people recognize as of great importance?*
6. *With what vital problems is the Plan of Chicago concerned above everything else?*
7. *What will increase the wealth of the city and its people faster than will be possible otherwise?*
8. *Why will the plan make the people more healthy and better able to carry on the work of commerce and civilization in our city?*
9. *What proportion of the population of our country did the United States census of 1910 show were living in cities?*
10. *In what three cities do twelve per cent of the entire population of the United States reside?*
11. *What has a study for years of city growth shown us of this movement of mankind toward the city?*
12. *What is it that city life saps, according to men of science?*
13. *What is an aim of the Plan of Chicago?*
14. *What does the carrying out of the plan mean?*

*15. What will happen when we have created a great and attractive city here?*

*16. What did the architects constantly keep in mind in drawing the plan of Chicago?*

*17. Why was first thought given to transportation?*

*18. What was the architects' first care?*

*19. To what does the greatest part of the plan refer?*

*20. The plan of transportation completed, what was the next thought of the architects?*

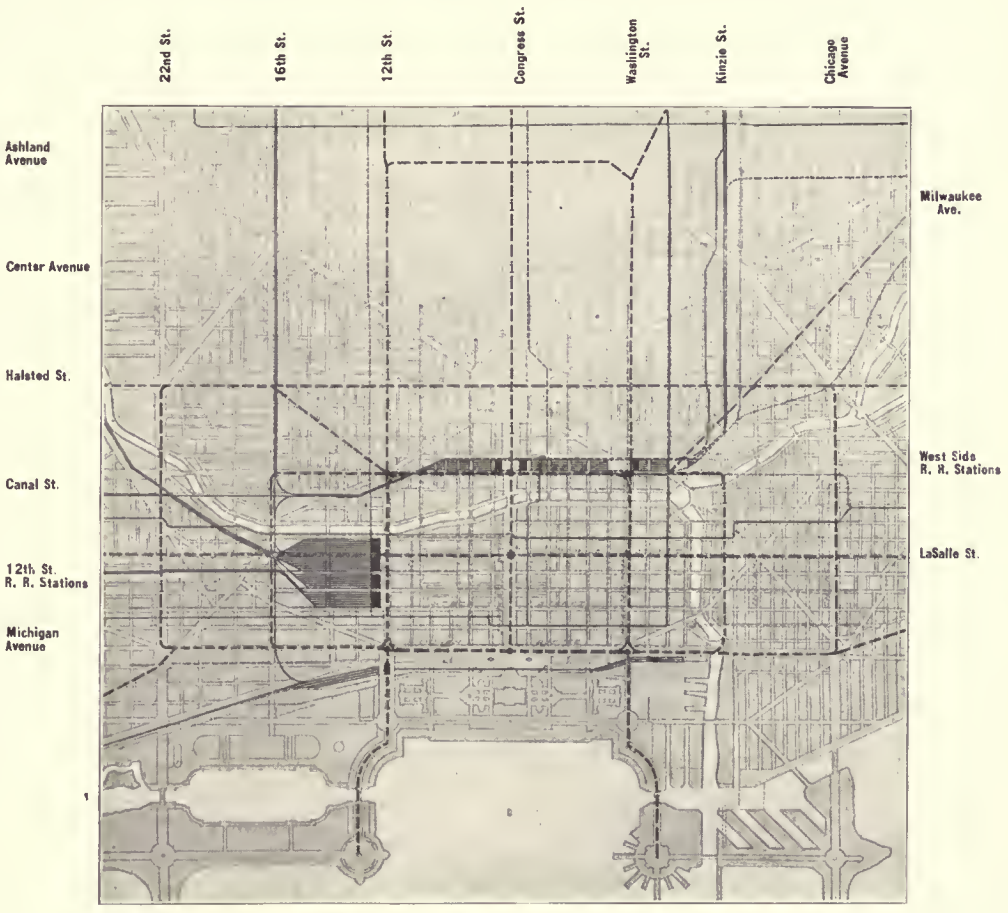
*21. What did the architects recognize the need of in the final arrangements of the plan?*

## CHAPTER XII

# SOLVING CHICAGO'S TRANSPORTATION PROBLEMS

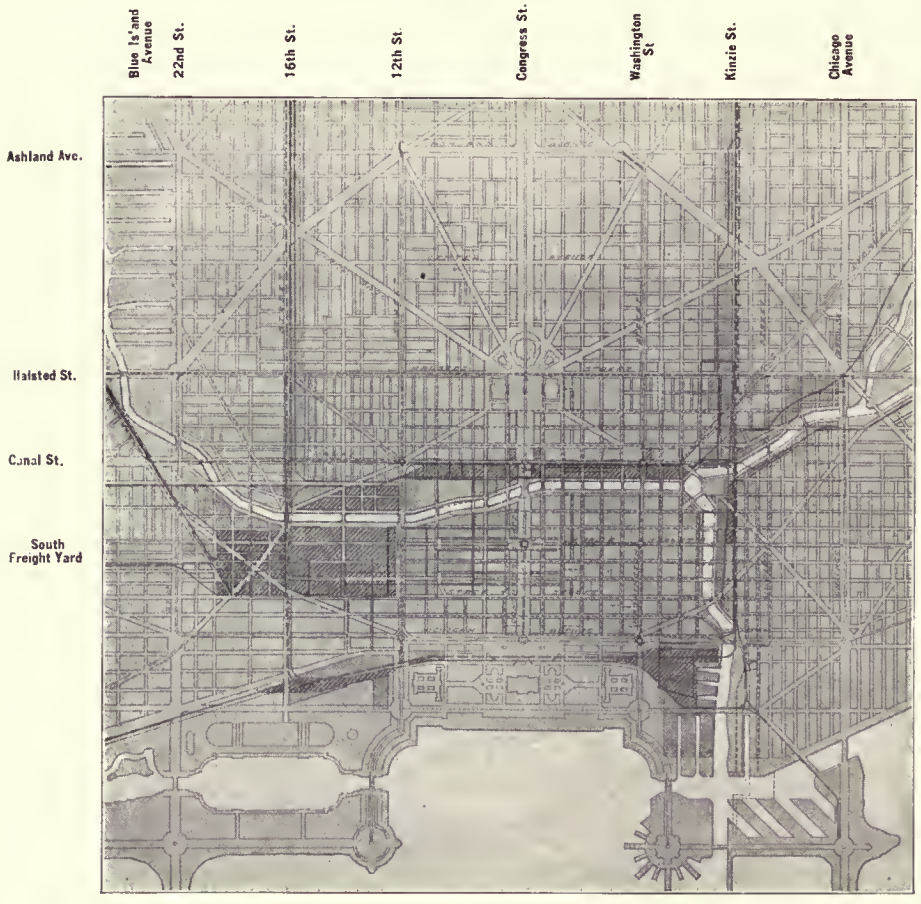
It has been seen how modern cities are governed in their growth and development by their facilities for transportation, and how Chicago has come to be a big city only because of its fine location in regard to the carrying to and fro of merchandise. We must recognize, then, that Chicago has become great largely by virtue of the railroads, and that upon the railroads it is dependent for its future growth and prosperity. Chicago is now the greatest railroad center in the world. Railway lines extend from the city in every direction. The problem, then, is to make these roads more effective in commerce, to bring them all together as one great machine in the service of the city.

Under modern conditions, we can understand, the city which has the best and cheapest railroad service has an advantage in trade over every other city. Its merchants can do business cheaper and more quickly. Its manufacturers can receive material and ship out their products more easily. This attracts and holds trade, and is a great means of enriching a city and




CHICAGO. Diagram of city center, showing the proposed arrangement of railroad passenger stations, the complete traction system, including rapid transit, subway and elevated roads, and the circuit subway line.
The last is designed—(A) to connect all railroad stations with one another; (B) to connect passengers from all points of the city within and without the center with the railroad stations by transfer from the subway line; (C) to supplement by transfer the interchange of passengers from traction line going through the center from the north, south or west to any point in the city.
[Copyrighted by the Commercial Club.]

its people. Men operating great railroads are agreed that their greatest problem is to provide quick and cheap means of handling traffic in the great cities, or, as they call it, of improving terminal facilities in the great centers where so much commerce originates. The city will benefit most in which this terminal problem is worked out quickest and best.




CHICAGO. Diagram of the city center, showing the general location of existing freight yards and railroad lines, the present tunnel system and proposed circuit, and connections for all these services, running to the central clearing yards.

[Copyrighted by the Commercial Club.]

The great difficulty in moving freight in Chicago today arises from the lack of organization for handling the merchandise coming into the city over the various railroads, but intended for use in the country, or in other cities. Every month thousands of cars of goods are hauled into central Chicago over the various roads, switched to other railroads and drawn out of Chicago again unopened. Other thousands of cars are shipped into Chicago, unloaded in the center of the city and their contents carted through the streets to warehouses, only to be again carted away, loaded into cars, and shipped out of Chicago by wholesale merchants a few days or weeks later. Under the Plan of Chicago, as drawn by the architects, all this wasteful effort and crowding within the center of the city will be ended. This is to be done by establishing upon the broad prairies southwest of Chicago a great freight and warehousing center. After this center is established all merchandise not intended for constructing buildings, for food or to be sold and used by the people of Chicago will be kept out of the city it-

self. The railroads will quickly and cheaply interchange traffic at the outside center. In the warehouses there all merchandise to be sold at wholesale and shipped to other towns and cities will be stored until time for shipment arrives, when it will be reloaded and started on its way without delay.

The advantages of this great common unloading and reloading station, where much of the worknow done by manual labor downtown can be done by machinery, and where crowding of industries will not interfere with the business for which the center is planned, are apparent. All interests will benefit; the railways by increasing the effective use of their equipment by rapid loading and unloading, the merchants by avoiding the expense and delay of carting and handling products at the city's center, and by being enabled to more quickly and effectively serve their customers outside the city; and the city at large by relief from the crowding in the streets due to teaming congestion, by a saving upon its pavements, and by a cessation of the noise and smoke nuisance growing out of removal of so many freight engines to the new freight handling locality.

The freight traffic of Chicago has been carefully studied by experts, and it has been found that ninety-five per cent is handled by the railroads, and five per cent is done by water. For the care and development of water transportation the Plan of Chicago provides for the building of two great systems of docks, one at the mouth of Chicago river, the other at the

CHICAGO—"The Great Central Market."
50,000,000 Persons Within a 500-Mile Radius of Chicago Can Leave Home in the Evening and Arrive in Chicago for Breakfast the Next Morning.
[Especially prepared for the Chicago Association of Commerce.]

mouth of Calumet river, adjoining South Chicago. The Chicago river docks are planned to care for vessels bearing cargoes of package freight, such as furniture, sugar and manufactured products. Those at South Chicago would be more extensive, and would care for the vessels carrying bulk cargoes, such as coal, grain and ore.

Connecting the two harbors and the outer freight center, and running through the center of the city that it may serve the merchants and manufacturers, there is provided in the plan an underground freight way to be operated by electricity. This railway would bind together and make complete all the parts of the great machine of traffic intended to make limitless the possibility of business expansion for Chicago. If it be made an underground way, it may be connected with the present tunnel system serving the central part of Chicago to carry out a complete system of underground distribution.

In drawing the Plan of Chicago as affecting transportation, the designers did not neglect the detail of improving passenger service in and out of Chicago. Good order among the passenger stations was considered a necessity, and a pleasing arrangement of the stations was decided upon. The stations on the West Side, it was decided, should be centered in the district extending from Lake Street to Twelfth Street, bordered by Canal Street on the east and Clinton Street on the west. The South Side stations, according to the Plan, are to be grouped along Twelfth Street from State Street west to the river. Thus the railway stations would be grouped in a semicircle about the heart of the city. An elevated, surface or subway loop railway could be built to connect the stations, and give easy transportation from any one of them to the others.

One of the great results of carrying out this plan of arranging the passenger stations will be to extend the present crowded business center of Chicago to as far south as Twelfth Street, and as far west as the river. The need of this extension is already great and is growing more acute every day. The unpleasant and distressing conditions of crowding already suffered in the loop district of Chicago can be relieved in no other way; and in no other way but undertaking a work for economy in trade and transportation can Chicago fulfill her destiny as mistress of the commerce of half a continent. To gain this relief, and to provide a certain way by which the railways which have made Chicago great may give the people of Chicago the greatest possible amount of service in future, is a powerful reason urging our immediate adoption of the Plan of Chicago.

1. *How have modern cities been governed in their growth and development?*
2. *How has Chicago come to be a big city?*
3. *What must we recognize as an important factor in making Chicago great, and upon what is it dependent for its future growth and prosperity?*
4. *Of what is Chicago now the greatest center in the world?*
5. *What is Chicago's problem regarding the railroads?*
6. *Under modern conditions, what city has an advantage in trade over every other city?*
7. *Why is the best and cheapest railroad service an advantage in trade to a city?*
8. *Why is the best and cheapest railroad service a means of enriching a city and its people?*
9. *On what are men who operate great railroads agreed is their greatest problem?*
10. *What is the great difficulty in moving freight in Chicago, coming into the city over the various railroads and intended for use in the country or in other cities?*
11. *Under the Plan of Chicago, how will the handling of merchandise from the railroads be improved?*

*12. How will wasteful effort in handling freight in the center of the city be ended?*

*13. What will result after the establishment of a warehousing center Southwest of Chicago?*

*14. What will take place in the warehouse regarding all merchandise to be shipped to other towns and cities?*

*15. How are the advantages of this great common unloading and reloading station apparent?*

*16. State three principal reasons why all interests will benefit by the establishment of a freight and warehousing center Southwest of Chicago.*

*17. What have experts discovered through careful study of the freight traffic of Chicago?*

*18. How does the Plan of Chicago provide for the care and development of water transportation?*

*19. Name the locations where two great dock systems are to be built, as provided for in the Plan of Chicago.*

*20. What kind of vessels are the docks to care for which are planned at the mouth of Chicago river?*

*21. What kind of vessels are the docks to care for which are planned at the mouth of Calumet river?*

*22. What does the Plan of Chicago provide to connect the two harbors and the outer freight center?*

*23. What is the freight way to connect the two harbors and the outer freight center intended to do?*

*24. If the connecting freight way be made underground, what may it be connected with, and what would it serve?*

*25. What part of transportation was not neglected by the designers of the Plan of Chicago?*

*26. What was decided upon as a necessity in the improvement of passenger service?*

*27. Where was it decided to locate the West Side stations?*

*28. According to the Plan of Chicago, where are the South Side stations to be located?*

*29. How would the railway stations be grouped?*

*30. What could be built to connect the stations and give easy transportation from one to another?*

*31. What would be one of the greatest results of carrying out the plan of arranging the passenger stations?*

*32. What can be relieved in no other way than by this plan of arranging the passenger stations?*

*33. What may be accomplished for Chicago by undertaking a work for economy in trade and transportation?*

*34. State a powerful reason for urging and carrying out the Plan of Chicago.*

CHAPTER XIII

# PERFECTING OUR STREET SYSTEM

In the early days of Chicago, as we have seen, press of business and lack of wealth made the people of the city intensely practical in their daily lives. Every public action proposed was subjected to scrutiny as to whether it would pay financially and practically before it was undertaken. It has become, therefore, a habit among the people to give first importance to the matter of direct gain from contemplated changes. It was this spirit which ruled in the minds of the architects in working out methods of perfecting the street system for the Chicago of the future.

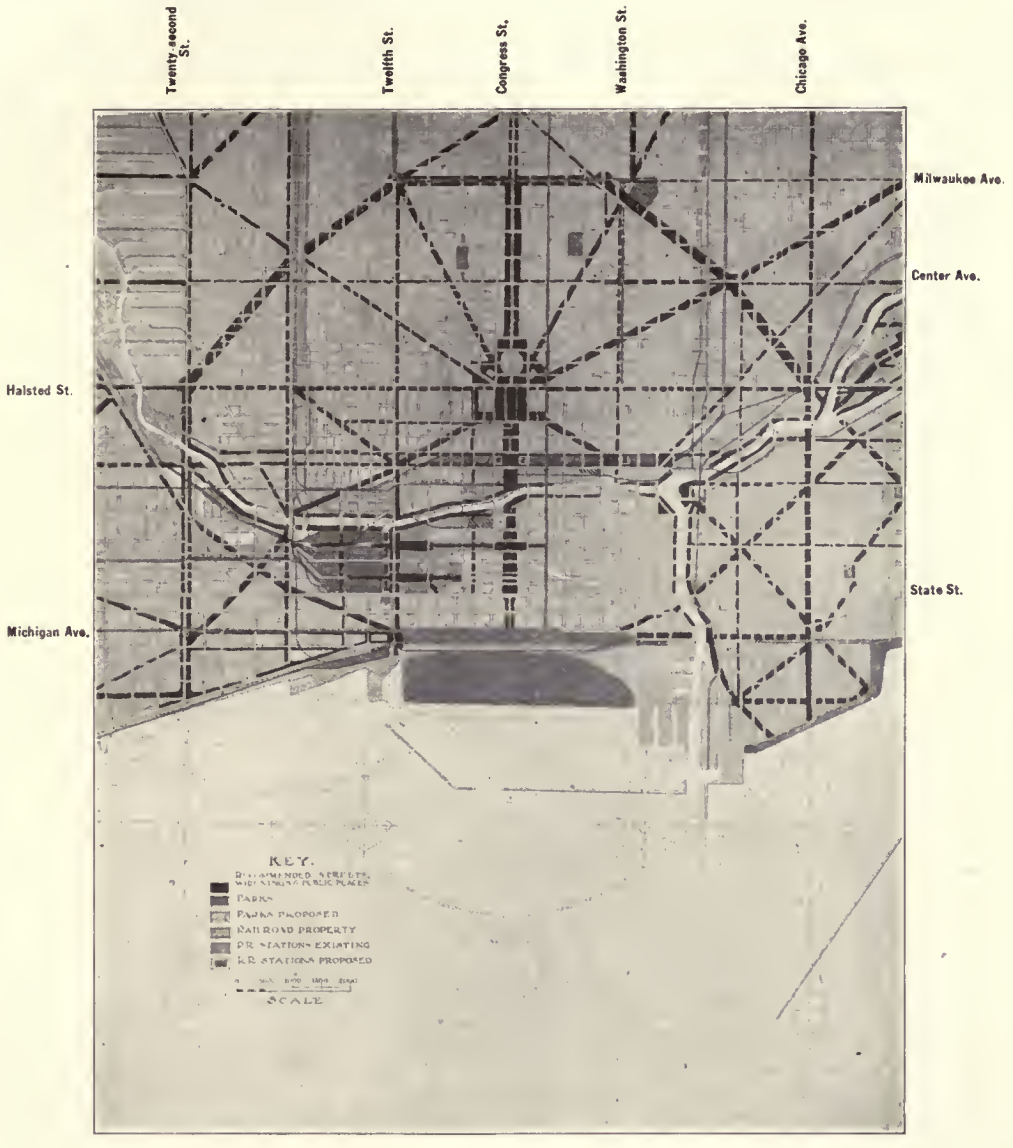
One of the first needs of the future city is a perfect street system. There must be enough streets to easily accommodate the traffic of the millions who are to live in the city. They must be wide enough to insure comfort in traversing them, and they must run in the right directions to enable the people to go from place to place quickly. We must realize that lifetimes are made up of minutes, and that to save minutes means to lengthen life. Thus we can justify the spending of millions of dollars today if it means saving time for millions of people in years and centuries to come.

CHICAGO. Proposed Twelfth Street Improvement at Its Intersections with Michigan Avenue and Ashland Avenue. It is planned to make this a Broad Business Street and not a Boulevard, as Shown in this Picture. The Proposed Railway Terminals are Shown Fronting on Twelfth Street at its Level, Which is Raised to Allow North and South Traffic to Flow Underneath. Access to the Street is Provided at Alternate Streets. The rise Presumably will begin at Wabash Avenue and end at Canal Street. At the Intersection of Twelfth and Canal Streets a Diagonal Thoroughfare is Shown Extending to the Proposed Civic Center. Between this Diagonal and the River is Shown the Beginning of the West Side Railroad Stations.

[Copyrighted by the Commercial Club.]

In all cities which have grown up without being governed by a proper plan, it has always been necessary to make large expenditures of money and labor to correct the error of planless building. We have

seen this in the experience of London. We have seen, also, that the longer this expenditure is delayed the greater the cost when it is finally forced upon a city. To postpone action means not only a greater burden of cost, but it means continued discomfort, continued danger to health, and continued and increasing loss to the city's business, trade and commerce.

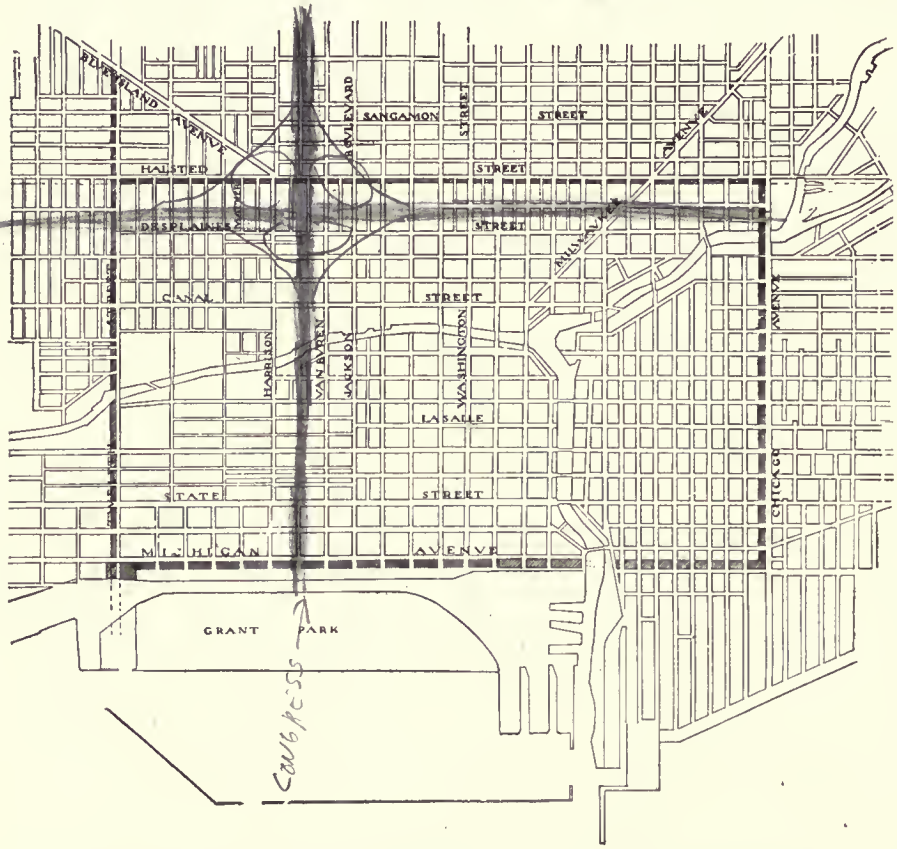



CHICAGO. Plan of the center of the city, showing the present street and boulevard system and the proposed additional arteries and street widenings (heavy black).
[Copyrighted by the Commercial Club.]

The architects, in their Plan of Chicago, have prepared for great changes in the street plans of the city. They have pro-

vided for wider streets throughout the city, for widened and improved boulevards, and they have laid out, as absolutely necessary to a properly arranged and permanent city, a large number of new streets and ways, in the creation of which it will be necessary to destroy or remove hundreds of buildings in the crowded parts of the present city.

Circuits—An idea of the plan is to establish several circuits of existing thoroughfares and to improve them so traffic can move freely and directly about the city's center.




CHICAGO. Plan of the quadrangle bounded by Twelfth Street on the South, Halsted Street on the West, Chicago Avenue on the North and Michigan Avenue on the East. These four streets are destined to bear the heaviest traffic of any thoroughfares in the city. The completion of the quadrangle means the construction of a substantial part of the main vertebra of the street circulation system. It is the purpose of the Chicago Plan Commission to complete this square as the first great necessary step in carrying out the plan as a whole.

Quadrangle—The first constructive work of the Chicago Plan Commission—the foundation for all that is to follow—is to carry out the circuit idea by completing the great quadrangle formed by Twelfth street on the South, Halsted street on the West, Chicago avenue on the North and Michigan avenue on the East. These four streets are destined to bear the heaviest traffic of any streets in Chicago. The initial step will be to widen Twelfth street from Michigan to Ashland avenue, the second to widen Michigan avenue from Randolph street North to connect with Chicago avenue. Chicago avenue is sufficiently wide, so we then come to the connecting link of the quadrangle—the widening of Halsted street.

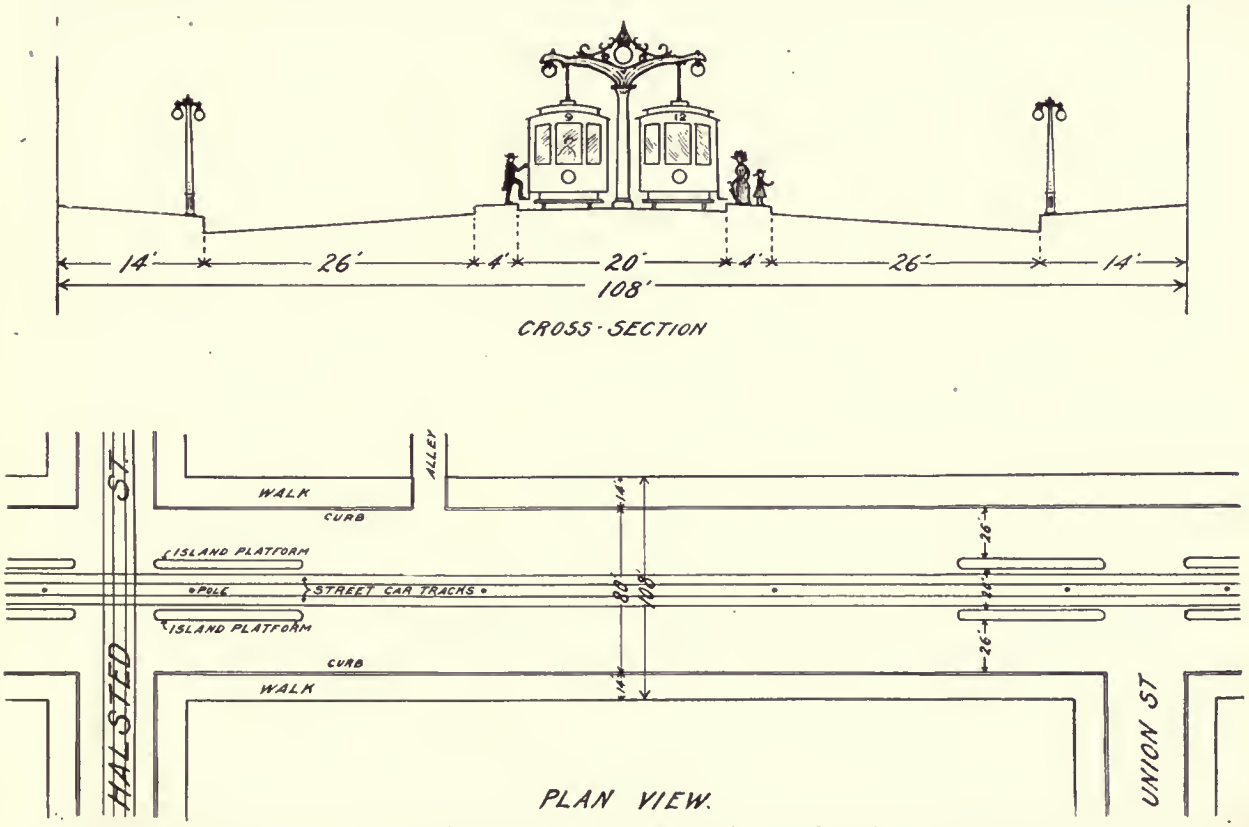
Michigan avenue—a section of the quadrangle—forms so great a part of the street plan as a whole that it has been thought best to treat it in a separate chapter, so we will go on to the next step—Twelfth street—taking up the study of Michigan avenue, or what is popularly known as the "boulevard link," at the close of this chapter.

Twelfth street, the first section of the quadrangle, is being developed under the Chicago Plan. It is to be widened and ar-

ranged to bear easily a heavier traffic than that which now makes it a badly congested street. The widening of Twelfth street is the initial step in the constructive work of developing the plan as a whole and bears a relationship to the whole scheme of street construction and street widening.

The necessity for the improvement of that street lies in the fact that it is the only through thoroughfare between Harrison and Eighteenth streets connecting the west side with the down town district. The actual heart of the city's population today is a little north of the corner of Twelfth and Halsted streets. Traffic and the city's growth are gradually moving in a southwesterly direction. Adequate provision must be made for a suitable outlet from that district to the present business center of the city.

Twelfth street from Ashland avenue to Michigan avenue is at present 66 feet wide between building lines with the exception of the blocks between State street and Michigan avenue, where the street is but 50 feet wide; 39 feet wide between sidewalk curbs and only nine feet and nine inches wide between the street car step and the curb. It is proposed to make the street 108 feet wide from Ashland avenue to Canal street, taking a 42-foot strip off from the lots on the south side of the street. It is to be widened to 118 feet from Canal street to the lake.




CHICAGO. Plan of the new Twelfth Street. Top diagram shows sidewalks 14 feet and 26-foot roadway on either side, with a 20-foot strip in the center for double street car line and bracket trolley poles. Plan below shows "islands" on both sides of the car tracks at the intersection of each street for safety in entering and leaving street cars. Dimension of island 4 by 60 feet Car tracks at street level, with free access for traffic to either side. [Prepared for the Chicago Plan Commission.]

It is not intended to boulevard the street but to make it a clean, wide, business thoroughfare with a double, rapid-transit surface street car line down the center, and on it might be established stations of all the great railroads entering the city from the east, south and southwest. It is hoped that the railroads may be induced to locate terminals south of Twelfth street between State street and the river.

On November 16, 1909, the Chicago Plan Commission's Executive Committee appointed a special Twelfth street committee whose mission it was to investigate the entire matter and report back to the Executive Committee. On January 19, 1910, the Executive Committee received the Twelfth Street Committee's report, adopting same, which was referred to the Commission as a whole and unanimously adopted on January 19, 1910.

On March 2, 1911, there was a public hearing on the matter before the Board of Local Improvements, after which the property owners on that street were given thirty days in which to file a protest representing a majority of the lineal front footage. The time limit expired without such majority protest having been filed with the Board, and the matter then went to the City Council, where on April 6, 1911, the Twelfth street widening ordinance passed by a vote of 46 to 10. In accordance with this ordinance, Commissioners were appointed by the Superior Court to estimate cost and damages.

The improvement might properly be designated as both a "local improvement" and a "general benefit." The Chicago Plan Commission has made a strong recommendation for a large "general benefit" in order that a large percentage of the cost of the improvement shall be borne by the whole city, in which case the matter of a bond issue to defray the city's part of the cost will have to be referred to the people in a referendum.

Public sentiment generally and the united support of the press is back of this movement. Every citizen of Chicago should aid with his influence and vote at the proper time in the realization of this improvement, thus insuring the success of the first practical step in carrying out the Plan.

Halsted street, a section of the quadrangle, it is predicted, will, in time to come, carry an enormous traffic. It is so situated that its usefulness, already great, may be very much increased. It is selected as, next to Michigan avenue, the most important north and south traffic thoroughfare. Under the Chicago Plan the street would be widened, paved properly and developed as one of the great central business streets of the future city.

Chicago avenue, a section of the quadrangle, already one hundred feet wide, will serve for a long time the traffic it will be made to carry. Crowding of vehicles is not so great upon the north side of the city and is not increasing so fast as in other sections. It will connect with the proposed Michigan boulevard extension at Pine street, completing the first circuit of improvement in our streets.

Next to the quadrangle, by far the most important in the plans for streets are those relating to the time and distance saving diagonal thoroughfares which Chicago needs so badly. The city is fortunate in having, as a foundation for this system of diagonal streets, a large number of such thoroughfares. Among these are Evanston, Lincoln, Clybourn, Elston, Milwaukee, Ogden, Blue Island, Archer and Cottage Grove avenues. These thoroughfares, for the most part, are the routes followed for hundreds of years by the Indians, whose

wide trails were developed first into country roads leading to the settlement at Chicago, and gradually became city streets as Chicago extended its limits with its growth.

The aim of all the present diagonal streets is to bring all traffic to the center of the city. The effect of this, in the present city, is to produce congestion and crowding that is fast growing unbearable. It is apparent, then, that the city's great need now is for diagonal streets to give more direct routes throughout the city, and so stop the crowding of traffic into the city's business center.

The architects found, in studying the street system of Chicago, that the greatest need is for diagonal streets to connect the widely extended west side of the city with the north and south sides. Ways must be opened, it is seen, by which the people of the various parts of Chicago may go quickly and conveniently to other parts. Ways must be created by which the people of the great west side may go directly to the lake front parks on either the north or south sides, and thus have greater freedom in recreation.

The Plan of Chicago, as completed, provides a complete system of diagonal streets which, if they were in existence today, would be used by hundreds of thousands of people with a saving of time and effort which cannot even be estimated. Millions of people will use these streets in the future. Their creation will remove every limitation now existing to prevent the city's growth in population.

Two of the great diagonal streets the architects have proposed will, upon the adoption of the Plan, be cut through the central part of the city. One of these thoroughfares will run from the lake front at Chicago avenue southwesterly in an almost straight line to connect with Blue Island avenue at South Halsted and West Harrison streets. Another will serve to extend Cottage Grove avenue from its present terminus in East Twenty-second street northwesterly to connect with Milwaukee avenue at North Ashland avenue. The first of these streets will be about two and one-half miles long; the second about four miles long. The function of these thoroughfares will be to give traffic which now crowds into the business center of the city a direct route between the north and south central districts and the central west side territory. The second street described will provide, also, a direct route connecting the northwest and southeast districts of Chicago.

Because of the promise they give of doing away with crowding and congestion in various parts of the city, and because of their effect upon every neighborhood, it is interesting to have these proposed diagonal streets outlined, so each of us can see how much more convenient it will be to get about Chicago when the streets are completed, and how much of beauty will be added to each neighborhood by the new ways of traffic.

On the north side there are to be four new diagonal streets created besides the one mentioned. They may be outlined as follows:

Beginning at the crossing of La Salle avenue and North avenue a street will run southwesterly, cutting across Clybourn avenue at Sedgwick street, and there turning more westerly to run southwest to connect with Ogden avenue near the crossing of Washington boulevard and North Ashland avenue. This street will be about two and one-half miles long. It will be a practical extension of Ogden avenue to the gate of Lincoln Park.

The second of the four outer diagonals

will begin at the lake front at Belmont avenue and run southwesterly, cutting Lincoln avenue at North Halsted street and Clybourn avenue at Racine avenue, and so on southwest to the crossing of North avenue and North Ashland avenue. The route will follow North Ashland avenue southward for one-half mile to the crossing of Milwaukee avenue and there run again southwest to the crossing of North Western and Grand avenues continuing still southwesterly to connect with Colorado avenue at West Madison street. This work means the creation of about four and one-half miles of new street ways. It will practically serve to extend Colorado avenue to the lake front at Belmont avenue.

The third outer diagonal on the north side is to be cut through from the lake front at Irving Park boulevard southwest to Humboldt Park, near North Kedzie and West North avenues, a distance of about four miles, and is to resume at the south end of the park, where Grand avenue intersects North Kedzie avenue, running southwestward for nearly three miles more to the entrance of a large park proposed to be extended to the westward from South Fifty-second avenue and West Congress street.

The final north side diagonal proposed will run from North Clark street and Lawrence avenue to the entrance of another large park proposed at the intersection of Irving Park boulevard and North Western avenue. This diagonal will be only one and a quarter miles long. It will connect at its southern end with a wide bow boulevard to be cut across the entire west side of the city, and to be described in detail later.

Two new diagonal streets, not before mentioned, are to be cut on the west side. Both are to run from the crossing of West Congress and South Halsted streets. One will go northwesterly to connect with Grand avenue at North Western avenue, a distance of about two miles, thus bringing Grand avenue straight down to the projected civic center. The other will run southwesterly to West Twelfth street and South Ashland avenue, a distance of a little over one mile. It will open to light and air one of the most crowded and unhealthful sections of the city.

The diagonal systems necessary to connect the south side and the west side, aside from the Cottage Grove avenue extension mentioned, are also four in number. They may be thus outlined:

One new street will begin at Thirty-ninth street, at the lake front, and run northwesterly, crossing Grand boulevard at Thirty-fifth street, Wentworth avenue at Thirty-first street, and terminating at Archer avenue and South Halsted street. The route then will be north in South Halsted street to West Twenty-second street, and then again the street would cut northwestward, crossing West Twelfth street at South Ashland avenue, and on in the same direction, crossing West Congress street at Ogden avenue, and connecting with Grand avenue at North Western avenue. This work means the cutting of about five and one-half miles of new streets.

Another great south side highway to the west side will begin at the western edge of Jackson Park at Sixty-seventh street. It will run northwest to the southeast corner of Washington Park at Cottage Grove avenue, a distance of a little over one mile. It will go thence either through or around the park to the junction of Garfield and Grand boulevards, where it will begin cutting northwesterly again. It will cross West Forty-seventh street at Wentworth avenue, West Thirty-ninth street at South Halsted street, West Thirty-fifth

street at South Center avenue, go along the west bank of the south fork of the south branch of Chicago river to South Ashland avenue. The route will then be in South Ashland avenue north to West Twenty-second street, where cutting northwesterly will be resumed, the street crossing West Twelfth street at South Western avenue, and terminating in North Forty-eighth avenue, near Washington boulevard. To complete this system means the creation of a little more than seven miles of new streets.

The third of the outer routes between the south and west sides is to run from the lake shore region of South Chicago along the route of the Lake Shore and Michigan Southern railway to about Sixtieth street, near State street, there beginning the main cutting northwesterly. It will cross South Halsted street at Garfield boulevard and South Ashland avenue at West Forty-seventh street, joining South Western avenue at West Thirty-ninth street, and running north in South Western avenue to West Thirty-first street, turning west in that thoroughfare to an extension of Blue Island avenue, and thence northwesterly to cut Ogden avenue at South Forty-eighth avenue, crossing West Congress street at South Fifty-second avenue and continuing indefinitely into the country. This route involves the creation of about ten miles of new streets.

Finally, on the south side, is to be a diagonal course from the north end of Lake Calumet northwest through a sparsely settled territory for a distance exceeding seven miles to connect at South Western avenue and Garfield boulevard with the sweeping bow-shaped boulevard before mentioned.

Besides cutting the new diagonals and widening the principal thoroughfares within the city, there will be constructed thoroughfares along both sides of Chicago river and its branches. This work, in all probability, will be the finishing labors of the city in its street transformation plans. The water fronts of the great European cities are thus improved and beautified. Broad ways, according to the Plan of Chicago, will surely line both banks of the river branches, that to the northward at least as far as North avenue and to the southward at least as far as South Halsted street. This street construction is to be on a plan so laid as not to interfere with the use of the river in commerce and trade, the driveways being elevated and running above the roofs of low warehouses and wharves lining the edges of the stream.

The city's streets would be linked together and unified by the wide semi-circular boulevard drive described in the next chapter as more properly a part of the vast park system by which the city is, according to the Plan of Chicago, to become the most attractive and healthful great city the world has ever known.

A system of outer roadways and highways encircling the city to connect the various parts of Chicago with each other, with the center of the city and with the outlying sections, is considered a great need. With the exception of five per cent, a perfect system of outer highways—called "turnpikes" in the old days—now exists. Partly disconnected roads form ninety-five per cent of the proposed system today.

A study of the accompanying chart will show that circle No. 1 connects Winnetka, the northern lake terminal, with LaGrange, Hinsdale, Blue Island and Orland, ending with Roby on the lake to the South.

Circle No. 2 starts with Waukegan on the lake to the North, connecting that city with Libertyville, Lake Zurich, Elgin, Geneva,

Aurora, Joliet, Chicago Heights, ending with Gary on the lake to the South.

Circle No. 3 is also a lake terminal at Kenosha on the North and embraces Woodstock, Genoa, Sycamore, Morris, Momence, Kankakee and La Porte, finding its southern outlet again on the lake at Michigan City.

The Chicago Plan Commission proposes to enlist the aid of the various townships en route on these three circles in the construction of the connecting links, amounting as stated to but five per cent needed to complete these highways. Consider these circular roadways and their connection with the proposed diagonal street system of our plan—the convenient and time saving feature of this system is apparent at a glance. Country turnpikes and their relationship to the metropolis should be inseparably interlinked, and that is especially true in considering Chicago's welfare and her outlying suburban cities, when we realize that the population of the twenty-four cities and villages on these circles amounts to 250,000, and will continue their growth in proportion to their relationship to the city of Chicago and its future development.

CHICAGO. General diagram of exterior highways encircling or radiating from the city. Ninety-five per cent of these arteries now exist. [Copyrighted by the Commercial Club.]

1. *In the early days of Chicago what made the people intensely practical in their daily lives?*
2. *Why was every proposed public action subjected to scrutiny before it was undertaken?*
3. *What spirit, as a result of a habit among the people, ruled the architects in working out methods of perfecting the street system for the Chicago of the future?*
4. *What is one of the first needs of the future city?*
5. *What three things are necessary in perfecting a street system for the Chicago of the future?*
6. *What has been necessary in all cities which have grown up without being governed by a proper plan?*
7. *What three things result from postponed action in governing a city by a proper plan?*
8. *What four great changes in the street plans have the architects made in the Plan of Chicago?*

9. *What is the idea in establishing several circuits of existing thoroughfares?*
10. *What is the foundation for all that is to follow in the first constructive work of the Chicago Plan Commission?*
11. *What are these four streets destined to bear?*
12. *What will the initial and following steps be in carrying out the quadrangle?*
13. *To what does the widening of Twelfth Street bear a relationship?*
14. *What is the first necessity for the improvement of Twelfth street?*
15. *Why must adequate provision be made for a suitable outlet from the west side to the present business center of the city?*
16. *What is the present width of Twelfth Street from Ashland Avenue to Michigan Avenue?*
17. *State the width of Twelfth Street between sidewalk curbs.*
18. *What is the width of the roadway on either side of Twelfth Street between the street car step and the curb?*
19. *How wide is it proposed to make Twelfth Street?*
20. *What is the intention in not boulevarding Twelfth Street?*
21. *On what date and in what year did the Chicago Plan Commission's Executive Committee appoint a special Twelfth Street Committee?*
22. *What was the mission of this special Twelfth Street Committee?*
23. *On what date and in what year did the Executive Committee and the Chicago Plan Commission as a whole receive and adopt the Twelfth Street Committee's widening report?*
24. *On what date and in what year was there a public hearing before the Board of Local Improvements on widening Twelfth Street?*
25. *On what date and in what year did the Twelfth Street widening ordinance pass the City Council?*
26. *How did the vote stand in the City Council on the Twelfth Street widening ordinance?*
27. *How should the improvement of Twelfth Street be designated?*
28. *What did the Chicago Plan Commission recommend concerning the cost of the improvement?*
29. *What is predicted for Halsted Street as a section of the quadrangle?*
30. *Next to Michigan Avenue, what is Halsted Street selected as being?*
31. *Under the Plan of Chicago, how would Halsted Street be improved?*
32. *What is the condition of Chicago Avenue as a section of the quadrangle?*
33. *Next to the quadrangle, what is by far the most important idea in the plans for streets?*
34. *Name the streets the city is fortunate in having as a foundation for the system of diagonal streets.*
35. *What is the aim of all the present diagonal streets?*
36. *What is the effect on the city of the present diagonal streets?*
37. *What is apparent now as the city's great need?*
38. *What did the architects find in studying the street system of Chicago?*
39. *What must be done to give the people on the great west side greater freedom in recreation?*
40. *What does the Plan of Chicago, when completed, provide in its complete system of diagonal streets?*
41. *Describe the route of two great diagonal streets proposed by the architects in the Plan of Chicago.*
42. *What is the length of the first of these streets, and what is its function?*
43. *What is the length of the second of these streets, and what is its function?*
44. *How many new diagonal streets are proposed for the north side besides the one previously mentioned?*
45. *State the length and describe in their order the routes of the four new diagonal streets proposed for the north side.*
46. *State the length and describe in their order the routes of the two new diagonal streets proposed for the west side.*

*47. State the length and describe in their order the routes of the four new diagonal streets to connect the south and west sides.*

*48. What is contemplated in finishing the street transformation plans?*

*49. What does the Plan of Chicago provide to connect the various parts of Chicago with each other, with the center of the city and with the outlying sections?*

*50. What proportion of a system of outer roadways now exists?*

*51. Name in their order the towns connected by outer highway or circle No. 1.*

*52. Name in their order the towns connected by outer highway or circle No. 2.*

*53. Name in their order the towns connected by outer highway or circle No. 3.*

*54. What does the Chicago Plan Commission propose to do to secure the connecting links of these three outer highways, amounting to about 5 per cent?*

CHAPTER XIV

# CONNECTING BOULEVARD LINK—MICHIGAN AVENUE

Michigan avenue—a section of the quadrangle—it was found, is really the base line of the city's traffic. A great development of this avenue is proposed, to make it a great, wide street skirting the entire front of the city. This means widening the avenue from Randolph street to connect with Lincoln Park drive at Ohio street, and the construction of a wide, roomy concrete viaduct and bridge across the river. The

CHICAGO. Proposed Boulevard to Connect the North and South Sides of the River. View looking North from Washington Street.
[Copyrighted by the Commercial Club.]

bridge is to be a double deck, bascule structure, the upper deck for carriages and automobiles and the lower one for heavy traffic, with wide sidewalks above and below for pedestrians. Arrangements would be made to have east and west traffic of all kinds in the busy section near the river pass through this viaduct at about street grade.

There is to be a gradual grade the entire width of the street from building line to building line, starting from Lake street, reaching a maximum height of sixteen and one-half feet above street level at the river crossing, then a gradual descent to Ohio street. This grade will be no more perceptible than is Jackson boulevard at the river. The grades suggested are less than those existing on Fifth avenue, New York. Imagine standing at the intersection of Randolph street and Michigan avenue and being able to follow with the eye the straightened course of that magnificent widened thoroughfare direct to Lincoln Park, where it would end in the lake at the intersection of Bellevue place.

The completion of the North and South boulevard system with this connecting link as shown in the cut on page 115 would give Chicago the most magnificent thoroughfare in the world. The estimated cost of this work is less than six million dollars; the value of its realization is inestimable. If there is one phase of the Plan of Chicago that every citizen should demand, it is the building of this connecting link. Its value as a Chicago asset would attract internationally wide attention. Property values in the immediate section of this proposed improvement would be tremendously enhanced. Indirectly the benefit would be to the whole city, even to those of our citizens living in far remote sections.

Attractiveness is a community asset shared in by all. It is not believed that there can be any serious objection on the part of any citizen, either directly or indirectly affected, to an improvement so palpably in the interests of all as the completion of the boulevard link as proposed.

"Michigan avenue is more than the main connecting thoroughfare between the north and south sides;" as has been well said, "it is the great plaisance for office buildings, hotels, clubs, theatres, music halls, and shops of the first order, lining the western side of the avenue. So desirable has property become, that the extension of it to the north must enhance the value of the abutting real estate, because of the increased opportunities for continuing the building of structures of the highest class." The property owners there should be the first to recognize their opportunity and cooperate to the fullest extent in this greatest of all needed street improvements.

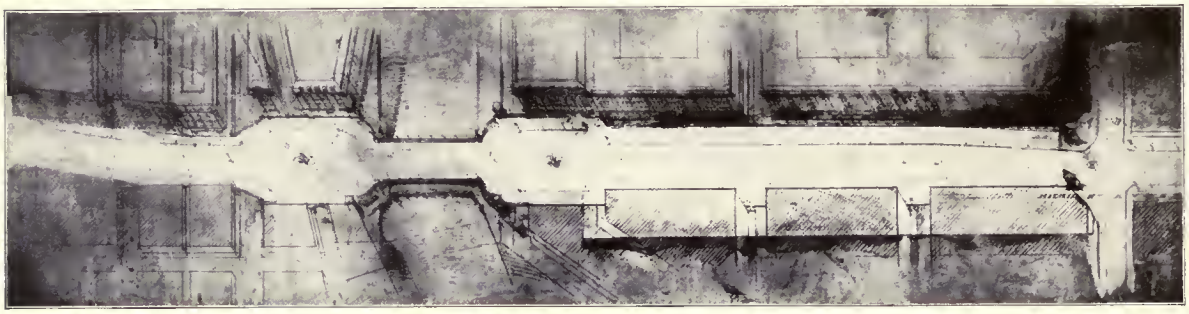
"Michigan avenue is destined to carry the heaviest movement of any street in the world. Any improvement for this thoroughfare which does not recognize its importance will be a waste of money and energy and an error of the first magnitude." Michigan avenue north of Randolph street is now 66 feet wide.

The Mayor of Chicago in 1904 was one of the very first advocates of the boulevard connection. On May 16th of that year he sent a letter to the City Council asking the appointment of a special committee to take up the question with the South Park Board and the Lincoln Park Board, also with the directly interested property owners to learn whether a practical scheme for accomplishing this boulevard connection could not be devised and forwarded. Authority was granted the Mayor and the special committee was duly appointed. On February 6, 1905, this committee submitted

a report recommending an order providing that the Board of Local Improvements prepare and submit to the City Council an ordinance for condemnation of property lying between Michigan avenue and Central court and between Randolph street and the river; for condemnation of property on the west side of Pine street to make it possible to construct a street 125 feet wide and to bring the southern extremity of street opposite the north end of Michigan avenue; after said avenue had been widened for the construction of a bridge to connect these streets and for payment of improvement by special assessment, which in judgment of committee should embrace the entire city of Chicago. Eight real estate experts were appointed to appraise the value of land and buildings. The full committee finally unanimously recommended the plan suggested by the Mayor as one of the greatest and most immediate needs of the City of Chicago. Legal steps in the judgment of the committee would necessarily take a long time, as would also the work of construction. They therefore recommended that the Council without delay secure the passage of the necessary ordinance to begin the work. The order was passed February 16, 1905. Up to the very close of the Mayor's administration he urged action on the matter by the Board of Local Improvements. During the administrations of succeeding Mayors, 1906-7 and 1907-11, the case was up repeatedly before their respective Boards, and at various periods dates were set for a public hearing, but little progress was made, owing to objections and counter plans constantly being submitted from property owners and others.

It seemed quite a remarkable coincidence, after all these years, that the Mayor who first advocated the boulevard connection should again have the opportunity through his re-election in 1911 to take up this great improvement where he left off upon his retirement from office in 1905. Meanwhile, as we know, the Chicago Plan Commission had been appointed and within two months after the Mayor's election the Commission's Executive Committee invited him to inspect its plans for the boulevard link. After a careful study of these the Mayor declared himself in favor of an elevated roadway, departing from his original idea, which provided for the connecting link to be built at grade level. On July 6, 1911, the Executive Committee of the Chicago Plan Commission unanimously decided to lay before the Mayor a definite plan for the boulevard link providing for an elevated structure from Lake street to Ohio street, to run from building line to building line; Michigan avenue to be widened from 66 feet to 130 feet from Randolph street north to the river terminating in a plaza at the river 222 feet wide, 64 feet to be taken from the east side of Michigan avenue; north of the river the plan provided for widening Pine street to 146 feet by taking the necessary land from the west side of the street, from Chicago avenue to Michigan street, there to terminate in a plaza approximately 250 feet wide; grade of street from Lake to South Water street, 2.7 per cent; grade of street from Ohio to Indiana street, 3 per cent; the distance between these two points to be practically level; the roadway at the Ohio street corner and at Lake street to be raised 3 feet; Michigan street to be lowered 3 feet; South River street gently graded to bridge approaches; North River street gently graded to bridge approaches; Illinois street at Pine street to be lowered 4 feet; Indiana street at Pine street to be lowered 3 feet; a double-deck bridge to be built over the river; approach to lower deck of bridge for teaming south of river to be 2.5 per

cent; north of river to be 3 per cent instead of approximately 5 per cent as at present; subdivision of new street south of river, east to west, sidewalk 25 feet wide; road 75 feet wide; sidewalk 30 feet wide; north of river there will be a central parkway 26 feet wide and two roadways on either side thereof, approximately, east to west, sidewalks 25 feet wide; roadways 32 1-2 feet each; stairways to be placed for access to



Michigan Avenue and Michigan Avenue projected. North and South Connection. Isometric chart. View looking down on the street from above, showing cross sections, plazas north and south of the river and double deck structure over the river.

upper street at the river abutments north and south and at Indiana, Illinois, and South Water streets. This plan was personally endorsed by the Mayor on July 7, 1911, and submitted for ratification by the entire Chicago Plan Commission at a meeting held July 10, 1911, at which time it was unanimously adopted as the official plan of the Commission.

The next step was taken by the city at a public hearing by the Board of Local Improvements, held in the City Hall, July 12, 1911, at which hearing the Commission was represented by its Executive Committee, and the plan submitted to the Board by the Chairman of the Commission, who addressed the Board as follows:

"I am here as Chairman of the Chicago Plan Commission, created by the City Council of the City of Chicago, November 1, 1909.

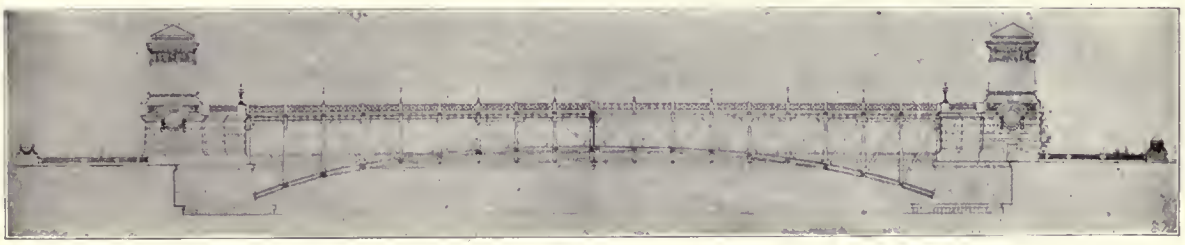
"The personnel of the Chicago Plan Commission is broadly representative of the entire citizenship of the City of Chicago. Its duty, in brief, is to study the Plan of Chicago and to recommend what part or parts of the plan should be adopted by the city and carried to completion. For six years plans for adequately connecting the North and South sides have been studied, first by committees of the City Council, Real Estate Board, Architects, South Park Board and Lincoln Park Board, Special Council Committees and other prominent citizens, and for the past three years by the Plan Committee of the Commercial Club and the Chicago Plan Commission, to which body the plans were committed for the purposes which I have previously indicated. During these six years of study on the widening and projection of Michigan avenue, hundreds of meetings and conferences have been held. Every conceivable sort of a plan has been considered and all manner of expert data and testimony introduced and carefully weighed. During all that time and in the vast research of the organizations named, one plan and only one plan for the connecting link has loomed up as outtopping and overshadowing any other plan or all other plans, as being the only comprehensive, practical and adequate means for coping with this complex and aggravated question.

"The plan I refer to is the original plan of the Commercial Club, first put out to the public in 1908. This plan is known to the Chicago Plan Commission as Plan No. 1, and provided for the treatment of the proposed connecting link from Randolph street to Chicago avenue by means of two levels and a double deck bridge; and called for the condemnation of all the property east of Michigan avenue and Beaubien court as originally proposed by the Mayor in 1904; Michigan avenue to be 246 feet wide south of the river, taking the width from the property on the east side of the street, and to be 216 feet wide north of the river, taking the property for the widening from the west side of Pine street; upper street to stretch from property line to property line both on north and south sides of the river, the inclines to upper street to start from Randolph and Ohio streets; grades of incline as follows: Randolph street to Lake street 2.7 per cent, from Ohio street to Indiana street 3.5 per cent; balance of upper street to be practically level.

"I want to repeat that at all of the deliberations of the Plan Committee of the Commercial Club and of the Executive Committee of the Chicago Plan Commission there has not been a single dissenting voice to the plan just outlined. It has always and unanimously been declared as the only practical plan. Realizing, however, that eighteen public hearings have been scheduled and abandoned by the Board of Local Improvements on this case, and that in fairness to the property interests along the zone of the proposed improvement, which have been seriously menaced during this long agitation and these many delays, that some action would have to be taken by the city at the conclusion of this hearing, the Executive Committee of the Chicago Plan Commission after a series of recent conferences with all interests concerned, met in executive session July 6, 1911, and again reviewed all conditions, plans and objections and voted unanimously in favor of what is known to the Commission as Plan No. 3, to be hereinafter described.

"At a meeting of the Plan Commission as a whole, held July 10, 1911, a unanimous vote was had, ratifying the action of the Executive Committee in the adoption of Plan No. 3 as being the final plan the Chicago Plan Commission would stand for and recommend to your honorable body for adoption and execution.

"Plan No. 3 provides for widening Michigan avenue south of the river from Randolph street to 130 feet; Pine street north of the river to Chicago avenue to 146 feet; with plazas approximately 250 feet square at the intersection of the river and both street connections. In other details the plan is practically the same as previously out-



Proposed double deck bridge for north and south boulevard connection Michigan Avenue and Michigan Avenue projected.

lined in Plan No. 1, with the exception that the structural elevation will commence at Lake street. The arguments of the Chicago Plan Commission in favor of a raised street, are as follows:

"1. The congestion on the four east and west streets immediately north and south of the river of teaming traffic headed to and from the I. C. freight terminal and the new industrial district north of the river, in connection with the contemplated outer harbor, has produced and will continue to increase a traffic congestion situation unparalleled in a single section of any city in the world.

"2. The plan which is best adapted to improve the existing conditions of intolerable

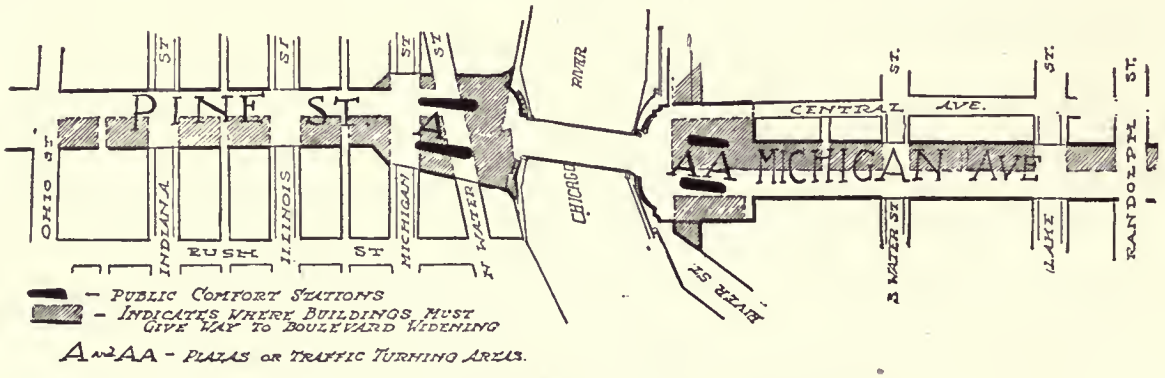



Diagram of North and South Boulevard Connection, showing width of street North and South of the River and the zone of the proposed improvement, indicating all intersecting thoroughfares.

congestion at these points, is the plan of a raised street, as it will separate these east and west streams of traffic from the north and south traffic on Michigan avenue.

"Independently of this, it is the only one which improves the grades of existing streets; by it, are reduced the grades of the east and west streets leading to the Michigan Central and the I. C. freight yards and the approaches to the bridge north and south.

"The grades of the east and west streets are now approximately 4 per cent; they will be reduced to 2 per cent. Those north and south, now 5 per cent, are to be made 2 1-2 to 3 per cent, for the benefit of commercial teaming.

"3. This plan takes into account also the Randolph street viaduct traffic by diverting it into Beaubien court and distributing it at South Water street under the raised street. This plan also will allow the C. & N. W. R. R. to remain at its present grade, any other plan excepting the railway were lowered to a subway tunnel, would force the teaming north and south over grades altogether too steep, and would shut out the present approaches from North River street and Michigan street to the bridge.

"4. A surface road south of the river, by reason of the difference in elevations between Michigan avenue and Beaubien court, and the shortening of the run by reason of the widening of Michigan avenue, would produce grades of 10 per cent, which are impossible for teaming. The only alternative would be the lowering of the east and west streets, such as Lake, South Water and River streets, as subways.

"5. In the case of the surface arrangement the inclines on the east and west streets would have to extend to Wabash avenue, thus affecting property on either

side of these streets to a detrimental extent.

"In addition to this, the teaming to and from the freight yards, bound for the north side to the industrial district east of Pine street, would have to cross the State street bridge, thus making a long detour.

"In the plan as proposed, the grades of the approaches to the raised street are reduced to the minimum, that on the south side being 2.7 per cent and on the north side 3 per cent.

"No citizen of Chicago acquainted with the facts can deny that intolerable conditions (daily growing worse) exist on Michigan avenue from Randolph street to the Chicago river and north on Rush street from the Chicago river.

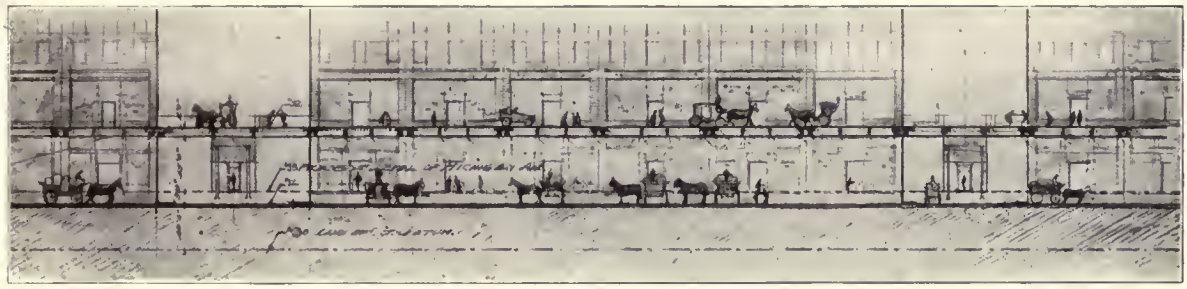
"All citizens of Chicago, and all acquainted with the facts, know that some plan for properly connecting the north and south sides of our great city, must be developed and executed at an early date; that the plan must be a comprehensive one, not sufficient for today alone, but also for the future, and that the plan to be finally adopted by your Honorable Board, must take into account the needs of the whole city. Therefore, this proposition has grown to be of such importance to the future welfare of Chicago, that personal interests can no longer be considered. The interests of a few must make way for the interests of the many. This I say, taking into consideration the future harbor developments, sure to materialize along the lake shore, north and south of the main branch of the Chicago river, the enormous commercial and industrial development, already taking place in the district bounded by Chicago avenue on the north, the main branch of the Chicago river on the south, Lake Michigan on the east and the north branch of the Chicago river on the west.

"It has been well said:

" 'The heart of Chicago extends from Halsted street to the lake, and from the main branch of the river to Twelfth street. Within a few years, it will spread to Ashland avenue on the west, Twenty-second street on the south and Chicago avenue on the north. This heart of Chicago is badly congested, although most of the buildings within the territory are low.

" 'Street traffic conditions in this district will become insufferable if the buildings reach the full height permitted by law. That practically all of them will go up to the limit, there is little doubt.' Property values will make that imperative.

"In this connection, remember that no street can ever be widened between Michi-



Section through Michigan Avenue between Lake Street and South Water Street looking West, showing raised street with upper and lower levels, with crossings at Lake and South Water Streets. This illustration shows store entrances on upper level directly off the sidewalk, also showing basement entrances on lower or grade level where shipping and heavy teaming will be done. In contemplating this drawing it must be remembered buildings have been effaced on the East side, the purpose being merely to show to the mind's eye the two levels in operation. [Note: Since this drawing was made, it has been decided to have the structural elevation commence at Lake Street instead of at Randolph Street.]

gan avenue and the south branch of the river.

"In one of our pamphlets we reach the conclusion, and we challenge contradiction of the statement, that 'Michigan avenue is probably destined to carry the heaviest movement of any street in the world. Any boulevard connection in Michigan avenue which fails to recognize the basic importance of this street will be a waste of money and energy. Any impairment of the capacity of this street, at any point along its entire front, and any weakening of this foundation, is a grave error of the first magnitude.'

"A careful study of our conditions has acquainted us with our needs. We believe in the future of our great city and we must adequately provide for her needs and assist in securing the adoption of a plan or be held responsible by posterity for our neglect.

"Procrastination marks the beginning of the end. Delay will make the execution of many of the important and now feasible features infeasible, the practical impractical, the possible impossible, the economical extravagant.

"On the other hand, if these plans for Chicago's betterment are now carried out in a practical and economical manner, the record of the present City administration, including Mayor, City Council and Board of Local Improvements, will become a beacon light in the history of our great city for the constructive work they were big enough to undertake."

At the conclusion of this hearing the Board of Local Improvements ordered an estimate to be made on the plan submitted by the Chicago Plan Commission known as Plan No. 3—arguments to be heard on that plan at a subsequent hearing.

1. *What section of the quadrangle is really the base line of the city's traffic?*
2. *Why is a great development of Michigan Avenue proposed?*
3. *What does the improvement of Michigan Avenue contemplate?*
4. *Describe the bridge.*
5. *What arrangements are proposed for east and west traffic?*
6. *Describe the grade.*
7. *What would the completion of the north and south connecting link give Chicago?*
8. *How does the value of this work compare with the estimated cost?*
9. *What would the building of the connecting link attract?*
10. *Who would be benefited?*
11. *What is attractiveness in a community?*
12. *Why is Michigan Avenue more than the main connecting thoroughfare between the north and south sides?*
13. *Why will the extension of Michigan Avenue to the north enhance the value of abutting real estate?*
14. *Who should be the first to recognize their opportunity and co-operate in this needed improvement?*
15. *What is Michigan Avenue destined to carry?*
16. *What does it mean to refuse to recognize the importance of this thoroughfare in any improvement?*
17. *Who was one of the very first advocates of the boulevard connection?*
18. *What did the Mayor ask of the City Council in a letter dated May 16, 1904?*
19. *What was the special committee to learn?*
20. *On what date and in what year did the special committee submit a report favoring an ordinance for the Michigan Avenue improvement?*
21. *What was the judgment of the committee on the payment for the improvement?*
22. *What did the full committee, including eight real estate experts, finally unanimously recommend, and why?*
23. *Why did the Committee recommend that the Council without delay secure the passage of the necessary ordinance to begin the work?*
24. *What date and year was the order passed?*
25. *What did the Mayor do up to the very close of his administration?*
26. *Why was nothing done to forward the Michigan Avenue improvement during the succeeding administrations?*

27. *What was the coincidence that befell the Mayor who first advocated the boulevard connection?*
28. *What did the Chicago Plan Commission's Executive Committee do within two months after the Mayor's election?*
29. *What did the Mayor declare himself in favor of after a careful study of the Commission's plans?*
30. *On what date and in what year did the Executive Committee of the Chicago Plan Commission lay before the Mayor a definite plan for the boulevard link?*
31. *For what did the plan provide?*
32. *What is the grade from Lake to South Water Street? From Ohio to Indiana Street? State in order.*
33. *What grade is the distance between South Water and Indiana Streets to be?*
34. *How much is the roadway to be raised at Ohio and Lake Streets?*
35. *How much is Michigan Street to be lowered?*
36. *Where are South and North River Streets to be gently graded?*
37. *How much are Illinois and Indiana Streets to be lowered, and where? State in order.*
38. *What is the style of bridge to be built over the river?*
39. *What are the grades of teaming approaches to the lower deck of the bridge?*
40. *What is the subdivision, east to west, of new street south of river?*
41. *What is the subdivision, east to west, of new street north of river?*
42. *Where are stairways to be placed for access to upper street?*
43. *On what date and year did the Mayor personally endorse this plan?*
44. *On what date and year did the entire Chicago Plan Commission unanimously adopt this as its official plan?*
45. *When did the City of Chicago act in the matter and how?*
46. *Who represented the Chicago Plan Commission at the public hearing July 12, 1911?*
47. *Who submitted the plan for the Michigan Avenue improvement to the Board of Local Improvements at the public hearing?*
48. *Who did the Chairman of the Chicago Plan Commission say had for six years studied plans for adequately connecting the north and south sides?*
49. *How many meetings were held during six years' study on the widening and projection of Michigan Avenue?*
50. *What was considered at these meetings?*
51. *During the vast researches of the organization what one plan overshadowed any other?*
52. *What provision did the original Plan No. 1 make for the width of Michigan Avenue south and north of the river?*
53. *Where was there not a single dissenting voice to original Plan No. 1?*
54. *On what date and in what year did the Executive Committee of the Chicago Plan Commission meet and review all conditions, plans and suggestions?*
55. *What action was taken at the meeting of the Executive Committee of the Chicago Plan Commission July 6, 1911?*
56. *State in order the arguments of the Chicago Plan Commission in favor of a raised street.*
57. *What is it that no citizen of Chicago acquainted with the facts can deny?*
58. *What is it that all citizens of Chicago, at all acquainted with the facts, know?*
59. *What is it that can no longer be considered in connection with an adequate plan for the connecting link?*
60. *What must make way for the interests of the many?*
61. *By whom and for what will we be held responsible if we do not adequately provide for the needs of the future city?*
62. *What is it that marks the beginning of the end?*
63. *What effect will delay in execution have on many of the important features of the plan?*
64. *If the plans for Chicago's betterment are carried out in a practical and economical manner, what will become a beacon light in the history of our great city?*
65. *What action did the Board of Local Improvements take at the conclusion of the public hearing July 12, 1911?*

The World's Columbian Exposition, Chicago, 1893. The Court of Honor, Looking Towards the Peristyle. This View Shows the Effect of an Orderly Arrangement of Buildings and a Uniform Cornice Line.

CHAPTER XV

# A PARK SYSTEM FOR CHICAGO

Next to convenience and orderliness in its street arrangements the most essential thing in a great city is a sufficient park area. When, therefore, Chicago is cutting new streets and solving her problems of traffic and transportation by that labor, provision ought also to be made for the beautification of the city and the preservation of public health by means of parks. Parks of a city have been aptly compared with the lungs of a person, as means by which the city and its people get the stimulus of fresh air so necessary to normal well-being.

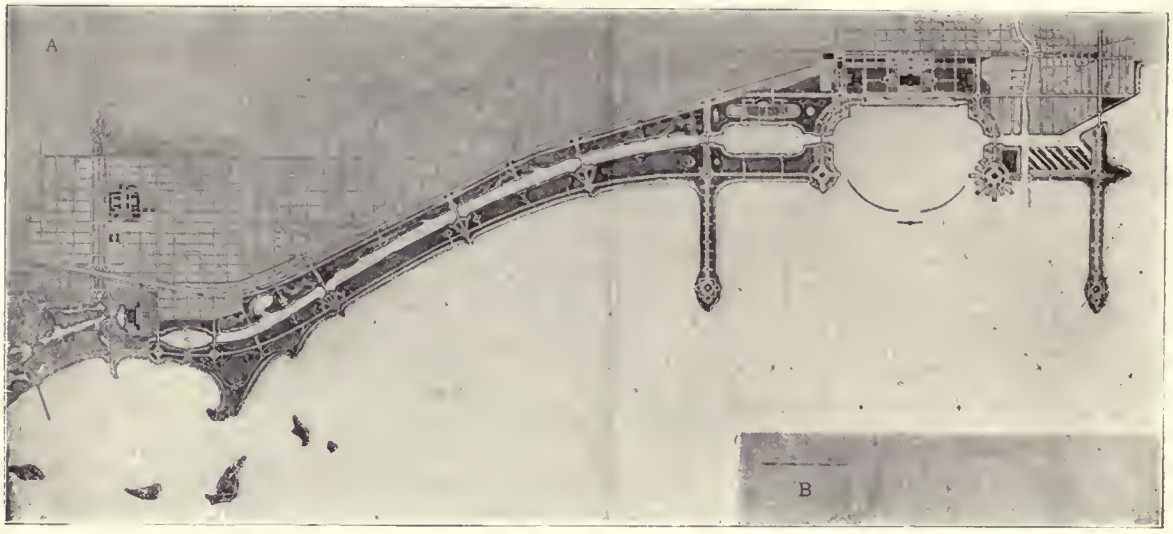
The desire of the people for extensive parks for Chicago has always been manifest. When Chicago became a city, in 1837, it chose as its motto *Urbs in Horto*—a city set in a garden — and two years later the people set about creating for the city a park system which should justify to the world that description of the city. At that time half a square of land, upon which the Public Library now stands, was all the park area in Chicago. In 1842 Washington

CHICAGO. View Looking South Over the Lagoons of the Proposed Lake Front Park for the South Shore.
[Copyrighted by the Commercial Club.]

Square was added, and subsequently Jefferson, Union, Ellis and Vernon Parks came into being, mostly through the generosity and public spirit of the citizens.

In 1869 an agitation was begun to connect the parks by boulevards, and thus create a park system. This agitation succeeded,

eago there are nearly five thousand people to each acre of park space. The average for the entire city is close to one thousand persons to the acre, while for health and good order there should be one acre of park space for each one hundred people.




CHICAGO. Lake shore from Chicago Avenue on the north to Jackson Park on the south. A general scheme is to be carried as far north as Wilmette. This park, enclosing lagoons for boating, would be a continuous playground for the people and may be built at practically no cost by utilizing the wastage from the city and excavated material.

[Copyrighted by the Commercial Club.]

and with the addition of Lincoln, Humboldt, Garfield, Douglas, Washington and Jackson Parks to the city's open-air areas the park system became the pride of Chicago. The adding of large park lands to the city stopped, however, over forty years ago. In 1880 Chicago was the second city in America in park area, being exceeded only by Philadelphia. The city has now dropped to seventh place, however, and when density of population is taken into account our city occupies the thirty-seventh place among American municipalities. At least half the population of Chicago now live more than one mile from any large park, and in the congested sections of Chi-

Three great elements make up the park plans of the future city under the Plan of Chicago. First, there is the lake front to be improved, beautified and put at the service of the city's millions for the creation and preservation of public health. Second, there is provision to be made for extending the park areas within the city, that wholesome and necessary recreation may be close at hand for the people in all parts of the great future city. Third, there are the wide areas of forest and stream outside of the corporate limits, but upon the borders of the city, to be acquired and held in their natural state as places where the city-worn worker and his family

may rest and wander freely in holiday and vacation time.

In considering the park plans we may well take up these three elements in the order given, as conditions within the city appear to be such now that the plans can probably be completed easiest in the order named. First attention, then, will be given the plans for the lake front, which form at once one of the great and spectacular features of the plan, and one easiest to be carried out.

We have all heard, perhaps, of the conditions years ago when the sewers of the city emptied into the lake, and so poisoned the water supply of Chicago. We overcame that trouble, and sought to secure for Chicago a source of pure water forever by digging, at a cost of $60,000,000, a wide drainage canal running southwesterly from the city and emptying into the Desplaines river, whereby the city's sewage is carried away into the valley of the Illinois river.

Chicago engaged upon that great work of digging the drainage canal that its citizens might have pure water to drink. It was one of the greatest undertakings ever made by any city, and attracted to Chicago the admiration of all the world. Yet today there is being dumped into the lake off Chicago every year thousands of tons of refuse matter, including street sweepings and dredgings of filth from the bed of the river. This imperils the health of all of us and at the same time proves us a most wasteful people.

Under the Plan of Chicago for the beautification of the lake front, all this refuse matter is to be dumped close to the shore, far from the water intakes and within tightly scaled cofferdams. Islands are thus to be created along the entire water front. These will be planted with trees and gardens and opened to the people as parks and playgrounds. There is enough of this waste material now thrown into the lake every year to thus construct one hundred acres of land for parks in the shallow water along the city's shoreline. It was by that method that our Grant Park of over 200 acres, and worth many millions of dollars, was created for us.

The City Engineer of Chicago in 1911 stated that Chicago produces an annual total of waste matter close to 4,660,000 cubic yards. Of this he figures that probably 3,000,000 cubic yards goes into the lake. This material includes clay from excavations, products of wrecking operations, ashes, cinders, household rubbish, street sweepings, factory refuse, and all manner of waste matter. The Sanitary District within the next several years will make 1,330,000 cubic yards of new excavations on its main canal in addition to routine dredgings and the spoil from the Calumet Channel. Building operations and other fixed sources of supply show a total that is larger every year. Means of disposal that have been adequate in the past will fail to be in the future. 30,000 cubic yards of waste, according to the City Engineer, will raise one acre five feet above the surface in water fifteen feet deep. At this rate the estimated annual 3,000,000 cubic yards, if it could all be applied, would fill in each year about 100 acres. It is therefore evident the city furnishes the raw material to build public domain by reclaiming lake area along the shore. City officials, Sanitary District engineers, manufacturers and building contractors all agree they would be saved money if allowed to dispose of waste at convenient points along the lake front. The daily report of the Department of Public Works, Bureau of Streets, of the City of Chicago, on June 26, 1911, covering eight wards, was as follows:

| Ward No. | Cubic Yards Street Dirt. | Cubic Yards of Ashes. |
|---|---|---|
| 1 | 182 | 110 |
| 2 | 56 | 115 |
| 3 | 80 | 130 |
| 4 | 72 | 85 |
| 6 | 20 | 160 |
| 7 | 54 | 140 |
| 18 | 75 | 90 |
| 21 | 72 | 160 |
| | 611 | 990 |

At 1,600 cubic yards a summer day, these eight wards would make a 20-foot fill an acre in extent in about 20 days. The total waste of the city is divided as follows:

| | Cubic Yards. |
|---|---|
| Dredging | 500,000 |
| Building excavation & wreckage | 1,500,000 |
| Ashes and refuse | 1,400,000 |
| Street sweepings | 1,000,000 |
| Tunnel excavations | 60,000 |

In these figures are included the cinders and ashes produced. According to the Black Diamond, a coal trade publication, Chicago consumes yearly 11,000,000 tons of coal. Taking 10 per cent of this as the ash produced gives a total for the whole city of 1,100,000 tons, or 1,700,000 cubic yards of cinders and ashes. Part of this is moved in city wagons and part by private means.

When this work is started Chicago can in five years create upon the lake front land worth at least $20,000,000 in money and of a future value beyond computation. Within thirty years, expert engineers say, a lake front park system extending for twenty miles and worth hundreds of millions can be created from the city's waste.

In planning the lake front parks the architects took into account the demand of the people for extensive areas of pleasure grounds, and also the desire of the people to have a place for boating, canoeing, bathing and other water enjoyments created. They answered this demand in the plans with provisions for islands covering hundreds of acres along the shore, and providing a wide water course stretching for miles along the city's front, this course to be bordered throughout its extent by park lands on either side.

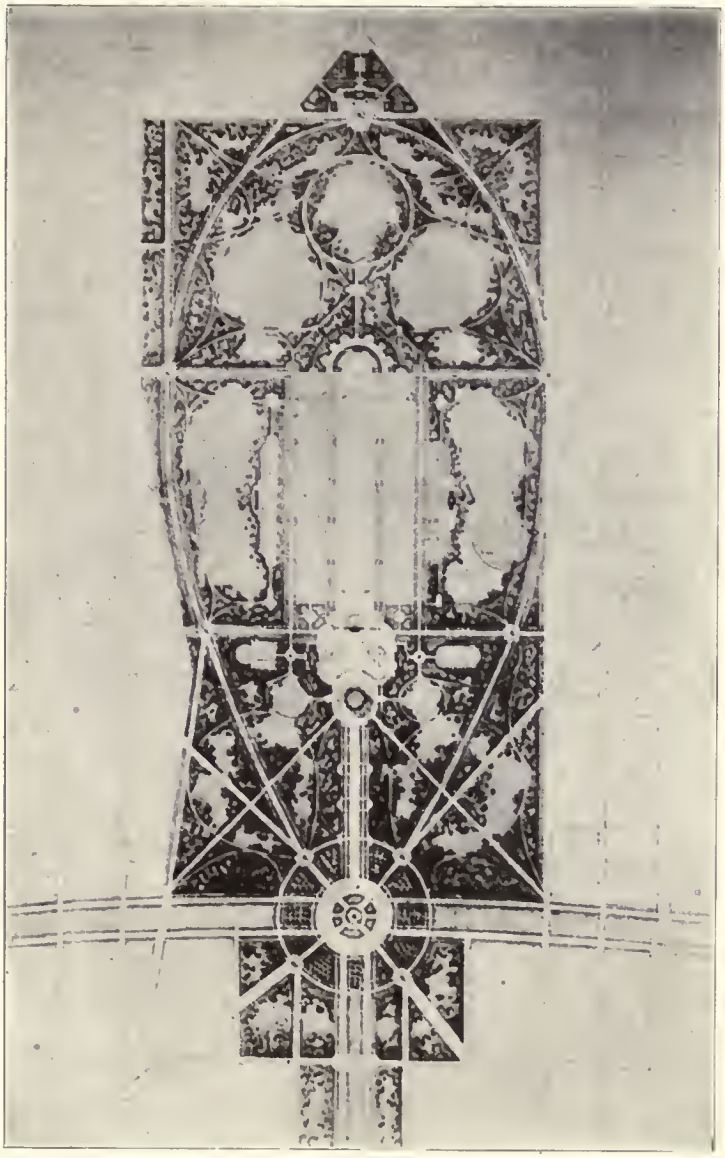
Beginning at Grant Park, at the center of the city, the plans provide for the filling in first of a wide strip of shore land facing the open lake, this strip to extend solidly to connect with Jackson Park on the south. The strip is to be planted with trees and given informal landscape treatment with flowers and shrubs growing throughout its extent. Along this shore will run the water course for small craft, for sailboats, motor boats, canoes and racing shells. Beyond the water course, built to protect it and provide safety and shelter forever to pleasure craft, will be a long island planted with trees, having winding walks and driveways, and providing frequent bathing beaches for the city's summer multitudes.

At the northern terminus of the long island park protecting the south shore, which will be at the foot of Twelfth street, are to be great refectories and extensive boat houses. At that point will be one entrance to the main harbor of Chicago, and therefore a giant lighthouse and life saving station will be there. On the main shore, in the mile of park land between Twenty-second and Twelfth streets, is to be a wide athletic ground, with a baseball field, a running track, tennis courts and football fields. A stadium is to be built for all kinds of athletic contests, and a great public gymnasium will be erected.

Northward from the athletic field of the main shore and the refectories and boathouses of the island terminus will stretch

the magnificent main harbor of Chicago. Two curving breakwaters will extend into the lake, defending the harbor for all time and defying the mightiest of storms. Between the ends of these protecting arms will pass and repass the greatest vessels of the lakes. For over a mile, or from Twelfth street to Washington street, the harbor will be set off by the beauties of Grant Park.

At the northern extremity of the main harbor will be a circle of piers from which the passenger carrying boats of the lakes will make their sailings. The piers, to be upon an island to be built in the lake, are to be reached by street cars and carriages by way of a commodious bridge opposite the foot of Randolph street. A yacht harbor is to be provided off Jackson Park, where the water is quite shallow, by the creation of an encircling line of island parks a mile or more off shore, and enclosing a basin a mile wide and nearly two miles long.



CHICAGO. Plan of a park proposed on the main East-and-West axis of the city at Congress Street and Fifty-second Avenue.
[Copyrighted by the Commercial Club.]

In the district from the mouth of the river north to Chicago avenue the lake front is to be improved by creation of a large island wharfing system. There will dock the lake steamers devoted to miscellaneous trade and general commerce. There, too, the ships in the vegetable and fruit trade across the lake will discharge their cargoes, and reload with Chicago manufactures for use of people at the other ends of their routes. An open waterway between the wharves and shore will serve for passage of all craft desiring either to enter the river or traverse the passage between the south and north park systems.

To the northward of Chicago avenue the lake front plans vary in detail from the

south shore plan. The islands will be built a little farther off shore. The lagoon skirting the shore will be narrower, but will continue unbroken and giving protection for small craft until it connects with the yacht harbor and park already established at Wilmette, which is over twenty miles distant from Jackson Park. At that point begins the north channel of the drainage district, which canal now cuts through Evanston and connects with the north branch of Chicago river at the city's northern limits.

Throughout this twenty miles of lake front parks there will be frequent ways of access to the islands. Every half mile, perhaps, there will be a wide bridge arching gracefully across the lagoons and waterways, inviting the people to recreation and rest upon the cool, airy, tree-shaded islands. There will be unlimited relief from the summer's heat for the city's millions and the city's guests, and in winter unlimited enjoyment of all outdoor sports upon the frozen surfaces of the lake waterways.

As a side feature of the lake front plans it is proposed to drive a winding canal through the Midway Plaisance on the south side, connecting the lagoons of Jackson and Washington Parks. Boulevards would skirt this waterway, by which pleasure craft could make their way far into the heart of the residence section of the city. The earth removed in this work could be used in constructing the islands in the lake nearby.

The second element in park development for the future Chicago aims to create new parks upon a scale in accordance with the needs of the city, and after a fashion to express the size, wealth and importance of Chicago. Considering the shape of the city, the location of the great body of its citizens, the direction of future growth, the manner of laying out the streets and boulevards, and all other conditions affecting park plans, it was decided that the Plan of Chicago should provide three large city parks. There is to be one in each section of the city, and the plan is to connect the three by a boulevard which in its scope and character will give the Chicago park system world-wide distinction.

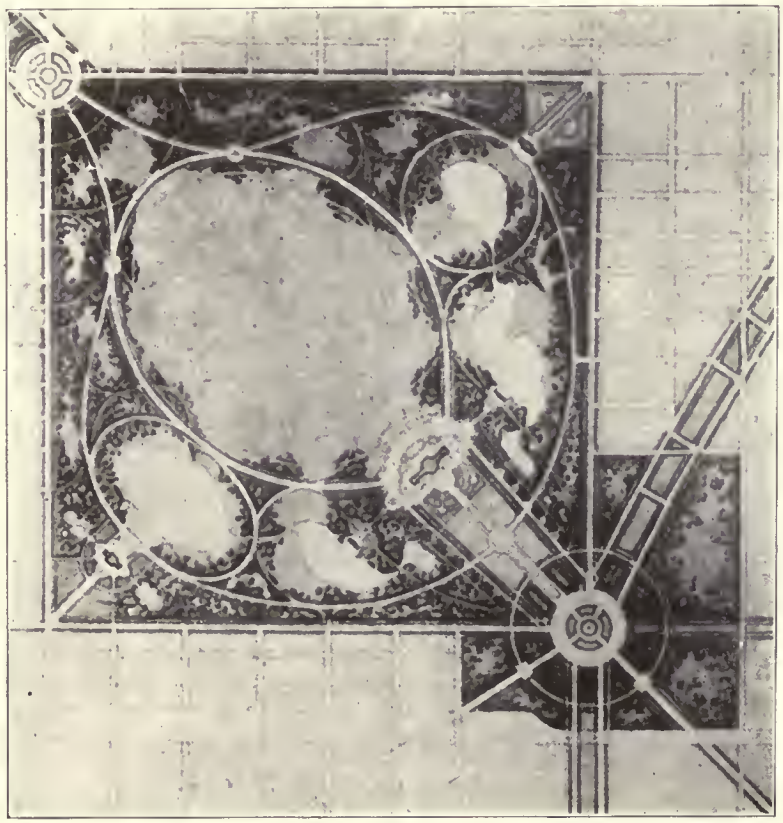
Because of the great number of people living on the west side, and because in creating an ideal street system the west side was the most important factor, it was decided to give to that side of the city the largest single park in Chicago, and make that park the center of the future city's park system. The park system, as planned, bears more perfect relations to the rest of the future city than do the parks of any other city in the world.

As the street system has been planned, the main east-and-west axis of the future Chicago is to be in Congress street. It is upon that thoroughfare, then, that the great west side park has been projected. The park, as planned, is to be more than two miles long and approximately three-quarters of a mile wide. It will contain, approximately, 1,000 acres. Its eastern extremity is to be in Fiftieth avenue, and it will extend west to beyond Sixty-fourth avenue. The park is rectangular in shape.

The south side park, as projected, is to cover the square mile of territory bounded on the east and west by South Western and South Kedzie avenues, and on the north and south by Garfield boulevard and Sixty-third street. It will include, also, 150 or more acres of land lying to the north and east of the square, making the total area of the projected park about 800 acres. There are very few buildings at present upon this great tract.

The north side park, as projected, is to

be of about the same size as that on the south side, but of slightly different shape. The territory selected for this park is bounded on the east and west by North Western avenue and Whipple street, three-quarters of a mile apart. Its north boundary is Lawrence avenue, and its south boundary is to be south of Irving Park boulevard, making the park something over a mile in its north and south dimension. The park is to include, also, some territory lying south of Irving Park boulevard and other territory to the eastward of North Western avenue.



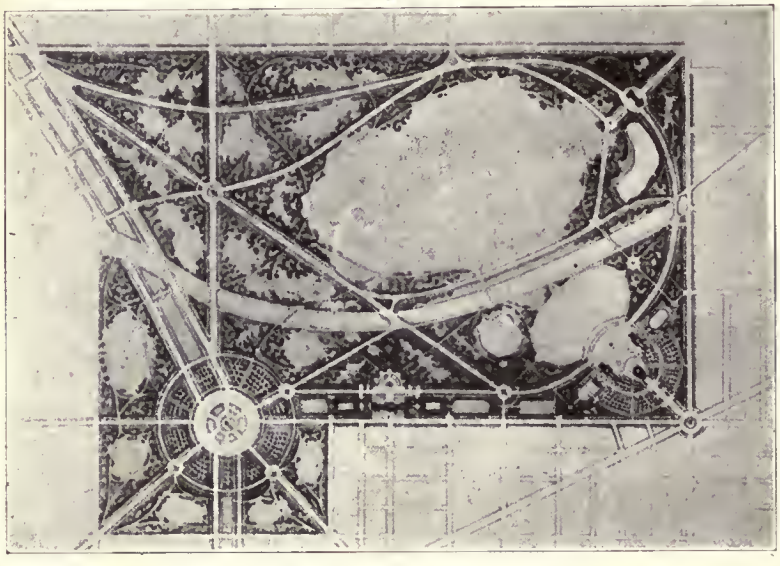
CHICAGO. Plan of a park proposed at Western Boulevard and Garfield Boulevard, being an extension of Gage Park.
[Copyrighted by the Commercial Club.]

To connect the three parks the architects have projected a great curving boulevard. This is to be a very wide thoroughfare, drawn as though it were part of the border of a great circle having its center at South Halsted and West Congress streets, where is planned the civic center of the future city. Beginning at Garfield boulevard, within the great south side park, the boulevard swings in an arc northward and westward. It reaches its western extremity within the west side park at Fifty-second avenue and swings eastward and northward, terminating within the north side park at Irving Park boulevard. Western avenue lies in a straight line for eleven miles between the ends of this sweeping, bow-shaped boulevard. The great way itself is over thirteen miles from end to end.

The acquisition of the necessary ground and creation of these three parks and the bow boulevard would approximately double the area of Chicago's system of larger parks. If this were to be done today Chicago would be only on an even basis as to park area with the most progressive cities. This much park extension work is necessary even now, and much more than this must be done by way of creating small park areas within the city as the population of Chicago increases. No single park plan ever undertaken by any city, however, is as pretentious, bold and inspiring as is this plan for the three large parks for Chicago, and to adopt the

plan and develop such a park system would give us of today world-wide fame as city builders.

Modern cities have learned that they must not confine their park land projects to their own limits, but must go beyond them and out into the open country to provide recreation areas for their people. Every European capital has its forest parks outside of its limits, but within easy reach of its people. Thus in summer London, Paris, Berlin and Vienna are on Sundays deserted by their millions, the people dispersing to the open country park lands and the forests set aside for their use and enjoyment forever. In this country other cities, notably New York in its acquirement of the picturesque country along the Hudson river, are acquiring outer territory for park purposes.



CHICAGO. Plan of a Park Proposed at the North Branch of the Chicago River and Graceland Avenue.
[Copyrighted by the Commercial Club.]

Thus it has been that in the creation of the Plan of Chicago means of securing forest places for the people have been provided. No more beautiful country exists than the wooded territory surrounding Chicago on all sides. Much of this land can be acquired now at small cost, and a great part of the investment would begin at once returning to Chicago in the increased health and happiness of her people much more every year than the cost of securing it for the use of the people.

The spaces to be acquired should be wild forests, filled with such trees, vines, flowers and shrubs as will grow in this climate. Country roads and paths should be run through them and the people should be allowed and encouraged to use them freely. Provisional search has resulted in plans for setting aside five reserves for public forests.

The largest of these forest tracts selected is that of the Skokie valley, comprising about 8,000 acres, lying to the northward of Chicago, and extending back from Glencoe to include the valley of Chicago river, stretching southerly into the limits of the city.

To the northwest it is proposed to secure for the use of the people a large part of the Desplaines river valley, these reserves extending southward along the entire western edge of the city, and including some most beautiful water courses.

Still further westward the better part of the Elmhurst and Salt Creek country, which is wild, rough and full of natural scenic beauties, has been selected as proper territory to retain for the continued use of the people of future Chicago.

To the southwestward the Plan of Chi-

cago looks to securing wide areas along the Desplaines river, and in the vicinity of Mount Forest, where the country is high and wooded, and affords some fine views.

The Lake Calumet country, much of it within the city limits, is considered as affording most desirable territory to acquire for forests for the people. This reserve, lying upon the edge of the great southern steel and industrial section of the city, would be highly desirable as affording to the workers of that section opportunities for healthful rest and recreation.

In the period of less than a century that modern man has been permitted to enjoy the delights of city life and have the many comforts that community existence provides, he has learned that great danger to mankind lurks in the existence of cities. City life is an intense life, many times more wearing upon the nerves than country life. It is this strain of city life which increases insanity and brings weaknesses of many kinds to shorten life and deprive the people of their vigor. The best way known by which a community may lessen these ills or do away with them, is by increasing park areas and by creating conditions which invite the people to an athletic, out-of-doors life.

To upbuild Chicago, to enable her to keep her place in commerce and to grow in power in the modern stressful warfare of trade, it is necessary above all else to maintain and increase the vigor of her people. The only way to do this, and the best way to do it, is to bear constantly in mind the necessity and wisdom of always and actively working in behalf of the park projects contained in the Plan of Chicago.

1. *What is the most essential thing in a great city, next to convenience and orderliness in its street arrangement?*
2. *When Chicago is cutting new streets and solving her problems of traffic and transportation, what other provision ought also to be made?*
3. *How have parks of a city been aptly compared with the lungs of a person?*
4. *In what year were Washington Square and Jefferson, Union, Ellis and Vernon Parks created?*
5. *In what year was an agitation begun to connect the parks by boulevards and thus create a park system?*
6. *What parks were added to the city's open air areas, making the park system the pride of Chicago?*
7. *In what year was Chicago second in park area and what city exceeded her?*
8. *To what place has Chicago now dropped in park area?*
9. *How far do half the people of Chicago now live from any large park?*
10. *How many people are there in the congested sections of Chicago to each acre of park space?*
11. *What is the average population of the entire city to each acre of park space?*
12. *For health and good order how many people should there be to each acre of park space?*
13. *What three great elements make up the park plans of the future city under the Plan of Chicago? State in order.*
14. *Why should first attention be given to the plans for the lake front?*
15. *Why did Chicago years ago spend $60,000,000 digging a wide drainage canal, emptying from the lake into the Desplaines River?*
16. *What is being dumped into the lake off Chicago every year?*
17. *What is to take place under the Plan of Chicago for the beautification of the lake front?*
18. *What is to be created in this manner?*
19. *How many acres of land can be created every year from waste material for parks on the lake front?*
20. *How much waste matter did the City Engineer of Chicago say, in 1911, Chicago produces annually?*
21. *How much of this goes into the lake?*
22. *What does this waste material include?*
23. *How many cubic yards of new excavation will the Sanitary District make in the next several years on its main canal?*
24. *According to the City Engineer, how many cubic yards of waste will raise one acre*

*five feet above the surface in water fifteen feet deep?*

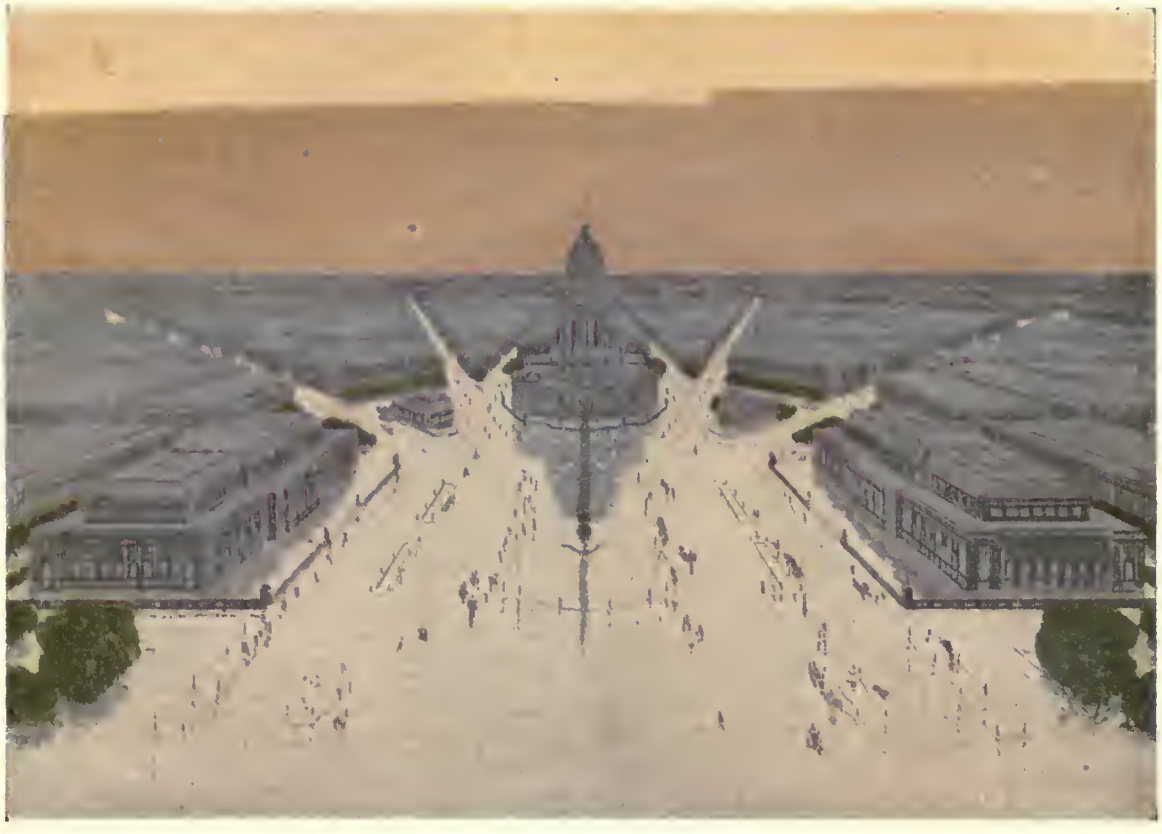
25. *What is it evident that the city furnishes?*
26. *How do city officials, Sanitary District engineers, manufacturers and building contractors all agree they will save money?*
27. *How is the total waste of the city divided?*
28. *What is the number of cubic yards of cinders and ashes produced each year by the city's consumption of coal?*
29. *How is this moved?*
30. *What will be the value of the land Chicago can create upon the lake front in five years?*
31. *What do expert engineers say can be created from the city's waste within thirty years?*
32. *What did the architects take into account in planning the lake front parks?*
33. *How did they answer this demand in the plans?*
34. *Where do the plans provide for the filling in first of a wide strip of shore land facing the open lake?*
35. *For what will the watercourse which will run along this shore be used?*
36. *What will be built beyond the water course to protect it and provide safety and shelter forever to pleasure craft?*
37. *What will be located at the northern terminus of the long park at the foot of Twelfth Street?*
38. *What is to be located on the main shore in the mile of park land between Twenty-second and Twelfth Streets?*
39. *What will extend northward from the athletic field on the main shore?*
40. *What will be situated at the northern extremity of the main harbor?*
41. *Where are the piers to be built, and how will they be reached?*
42. *What is to be provided off Jackson Park where the water is quite shallow?*
43. *How is the lake front to be improved in the district from the mouth of the river north to Chicago Avenue?*
44. *What steamers will dock at the wharves in the harbor between the Chicago River and Chicago Avenue?*
45. *How do the lake front plans vary in detail from the south shore plans to the northward of Chicago Avenue?*
46. *How will the people benefit from the parks along the lake shore?*
47. *What does the second element in park development for the future Chicago aim to create?*
48. *What was decided in the plans after considering the shape of the city, location of its great body of citizens, direction of future growth and all other conditions?*
49. *Where are the three large new parks to be located and how connected?*
50. *Why was it decided to give the west side the largest single park in Chicago and make that park the center of the future city's park system?*
51. *What relation does the park system as planned bear to the rest of the future city?*
52. *Why is the great west side park planned to be located on Congress Street?*
53. *Describe the proposed Congress Street Park.*
54. *Describe the south side park as proposed.*
55. *Describe the north side park as proposed.*
56. *What have the architects projected to connect the three parks?*
57. *Describe the curving connecting boulevard, beginning with the great south side park.*
58. *What is the relation of Western Avenue to this sweeping bow-shaped boulevard?*
59. *What would the acquisition of these three parks and the bow boulevard add to Chicago's park area and where would it place Chicago in relation to the park area of other cities?*
60. *What have modern cities learned that they must do to provide recreation areas for their people?*
61. *What does every European capital have within easy reach of its people but outside of its limits?*
62. *What do the people of London, Paris, Berlin and Vienna do on Sundays in Summer?*
63. *Where is New York acquiring outer territory for park purposes?*
64. *Describe the territory surrounding Chicago procurable for forest parks.*
65. *Describe the sort of spaces that should be acquired for forest reserve purposes.*
66. *What has provisional search resulted in?*
67. *Describe the five proposed forest reserves, in their order.*
68. *What has modern man learned of city life in a period of less than a century?*
69. *How is city life different from country life?*
70. *What is the best way known by which a city may lessen these ills or do away with them?*
71. *What is necessary to upbuild Chicago and enable her to keep her place in commerce and to grow in power in the modern stressful warfare of trade?*
72. *State the only way for Chicago to increase and maintain the vigor of her people.*

CHAPTER XVI

# CREATING A CIVIC CENTER

In becoming the second city of the United States in population, Chicago has not until now taken any account of unity, or of centralizing its governmental activities. First there was the settlement about Fort Dearborn, then the extension of the village to cover a square mile or so. While this was in progress at the heart of affairs nearby farm centers grew into little settlements. Township governments were established, and in each township a village came into being. Chicago grew toward these villages in all directions, and the villages extended their streets and settlements toward Chicago. Finally Chicago spread out until these villages were swallowed up within the city, giving up their little local governments and becoming districts of Chicago itself.

In this process by which Chicago absorbed its neighboring towns and villages there was no planning for the creation of a center. Instead of creating a great unified city, therefore, we built up one by grouping together numerous adjoining towns. By good fortune, these towns and villages were so laid out that for the most part their streets blended well with the street system of Chicago, and so we do not notice, in going about the city, that Chicago is really the result of patching several towns together.



CHICAGO. View, looking west, of the proposed civic center, plaza and buildings, showing it as the center of the system of arteries of circulation and of the surrounding country.
[Copyrighted by the Commercial Club.]

Chicago has now reached a development that assures an almost limitless future in population and business. The time has come then, to create in Chicago a civic center. We ought to bring together in one place the agencies by which the city is governed, and to express there the pride and spirit of the people of the city by the erection of imposing buildings. In this work we should spare no expense of labor or money, for in it we will be constructing for the view of the whole world great monuments to ourselves and to our city. In it we will be providing for eternal fame for our city, such as Rome enjoys today because of the majesty of her Forum and Athens because of the beauty of the Acropolis.

The creation of this center, giving life to the spirit of unity in the city, is one of the great ends to be attained through the Plan of Chicago. The architects, in drawing their plans for the parks, for the harbors, for even the most remote street yet to be developed within the limits of the future city, bore always in their minds the ideal of uniting all elements of the city, and giving this ideal form and substance through the civic center.

Cities, in their growth, follow always the line of least resistance. The center of a city moves always in the direction toward which trade and commerce flow easiest. Thus it has been with Chicago. The first settlement was at the mouth of the river. Trade in the early days followed that water course inland. The chief settlements were to the southwestward, dotting the course of the Illinois river and running into the valley of the Mississippi. This turned the current of commerce to the southwest, and as the city's trade has grown in that direction the flow of industry and population has followed. The center of population of the city, which was within the Fort Dearborn stockade in the beginning, has now moved southwestward to a point near the intersection of South Halsted and West Twelfth streets.

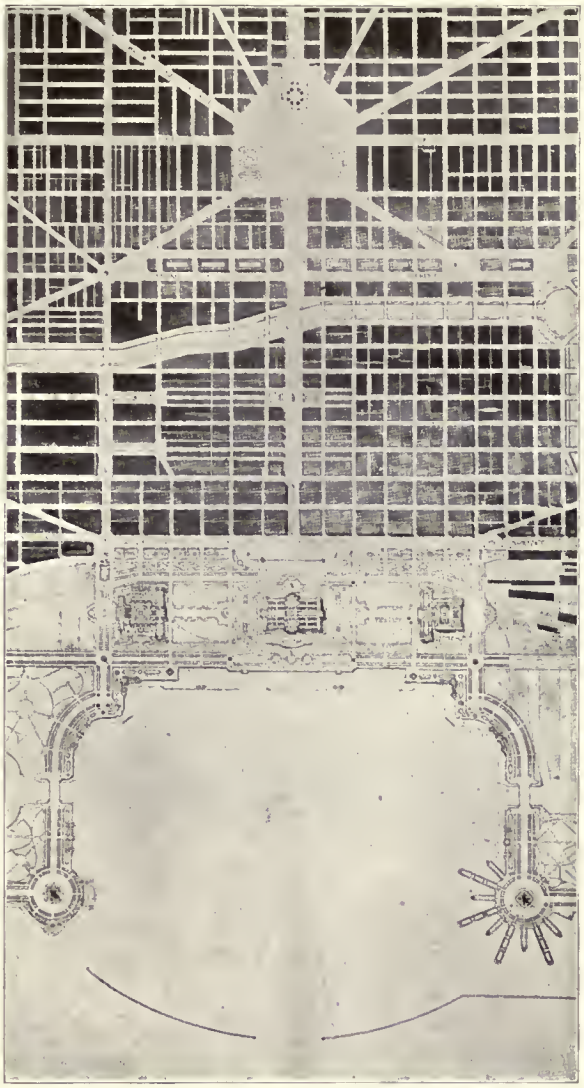
In selecting a place for the building of the civic center of the Chicago of the future, the architects were forced to give great weight to this constant southwestward tendency of the city. Considering, however, that in late years this movement of the center has not been so rapid, and considering, too, that the business center of Chicago is fairly well established for all time, it was decided that the best site to select for the civic center was at South Halsted and West Congress streets, and it is there, when the Plan of Chicago has been carried out in detail, that the city will have its seat of government.

In planning for the future of the city much consideration was given to Congress street. Firstly, it coincides substantially with the center of the business district as it will be when the present loop district is extended to Twelfth street. It is also about equally distant from Twenty-second street and Chicago avenue, which are to be highly developed under the Plan of Chicago. It is a disconnected street now, and so could be completed at comparatively small cost, and as the buildings upon it within the district where widening is proposed are not as expensive as those in other streets another economy in the work would result. Its opening would create, in combination with Harrison and Van Buren streets, a triple set of traffic ways at the center.

It has been seen how, under the Plan of Chicago, a large number of the new diagonal streets planned will center at the crossing of South Halsted and Congress

streets. The aim of this arrangement is two-fold: to provide on the one hand direct ways of reaching the city's future center, and on the other hand to open to the daily view of a million or more people and give architectural prominence to the magnificent city buildings planned to be grouped together at the civic center.

The buildings to be placed in the civic center naturally fall into three divisions, those for the City of Chicago holding the principal place, accompanied by the buildings of Cook County and the Federal government. A wide square or triangle, including from ten to twenty acres, perhaps, can be swept of buildings now existing at the Congress street crossing of Halsted street. There, at the end of all the converging streets, can be built the City Hall. In this structure the aim will be, if the idea of the Plan of Chicago dominates the arrangement, not only to produce a building so stately and magnificent as to indelibly impress Chicago's greatness upon the mind of every beholder, but also to have it a building so high and wide as to stand far out above every other structure, thus marking it as the center of the city from afar.



CHICAGO. The business center of the city within the first circuit boulevard, showing the proposed grand east-and-west axis and its relation to Grant Park and the yacht harbor; the railway terminals schemes on the south and west sides, and the Civic Center.

[Copyrighted by the Commercial Club.]

Artists, inspired by the work of the architects in the creation of the Plan of Chicago, have vied with each other in attempts to visualize for us today the triumphs of the people of tomorrow in the planning and construction of these vast civic temples. Their suggestions are that the City Hall, rising from the plain upon which Chicago rests, should be surmounted by a great dome comparable to that of St. Peter's cathedral at Rome.

Upon either side of the towering dome of the City Hall, and making up their parts of the whole composition, will be the main County Building and main Federal Building. There will be grouped with them, after a manner to give the finest architectural effects, various minor buildings devoted to the purposes of the respective governments. Thus there will be structures for the courts, whose character and importance in our government seem to call

for separate and distinct housing provision. By decision and action now, this plan for a civic center could be put under way at once, as the government is seeking a site for a postoffice on the West Side, giving us the opportunity of starting construction of the civic group with a building of importance.

Experience has shown us in Chicago that there is no danger of our undertaking too large or extensive plans for public buildings. No sooner do we get a public structure completed, in fact, than the growth of the public business fills it to overflowing. It has been so throughout the history of the city. We have been forced to renew our public buildings, doubling them in size and capacity, every twenty years or so. Our Federal Building was outgrown by Chicago while it was in the process of construction. Our County Building, finished only a short time ago, and which the architects believed would serve the county needs for many years, is already proving too small. It is the same way with the new City Hall. Built with nearly three times the capacity of the old building, it is already filled to its limit with the workers in the public service.

Important as is the civic center considered as of itself, when taken in connection with the whole Plan of Chicago, it may be likened to the keystone of an arch. With Halsted street widened and developed, and with sweeping improvements made in Michigan avenue and in Ashland avenue, there will come betterments in the great thoroughfares of Chicago avenue and of Twelfth street to give form to the business center. To open Congress street to a great width throughout the city, and indefinitely into the country, will bring the civic center and its great buildings into high relief. Nowhere else in America is a city offered such possibilities, combined with such ease of attainment. Simply by the intelligent handling of the changes necessary from year to year, we can, by adopting the Plan of Chicago, make ours a city both unified and beautiful.

CHICAGO. The proposed civic center square, showing the group of surrounding buildings crowned by the central dome. [Copyrighted by the Commercial Club.]

*1. As the second city of the United States, what is it of which Chicago has not taken any account?*

2. *How did Chicago become a collection of towns and villages?*
3. *What was neglected in this process by which Chicago absorbed its neighboring towns and villages?*
4. *Instead of creating a great unified city, what did we do?*
5. *What point has Chicago now reached and what does it mean?*
6. *What ought we to bring together and what should we express there?*
7. *How will the creation of a civic center in Chicago provide eternal fame for our city?*
8. *What is it that is one of the great ends to be attained through the Plan of Chicago?*
9. *What did the architects always bear in mind in drawing the plans for the parks, the harbors and even the most remote street yet to be developed?*
10. *What do cities follow in their growth?*
11. *In what direction and to what point has the center of population in Chicago gradually moved?*
12. *To what were the architects forced to give great weight in selecting a place for the civic center?*
13. *Why was it decided that South Halsted and West Congress streets provided the best site for the civic center?*
14. *In planning for the future of the city why was much consideration given to Congress Street?*
15. *What is the aim of the Plan of Chicago in centering a large number of new diagonal streets at the civic center?*
16. *Into what three divisions do the buildings to be placed in the civic center naturally fall?*
17. *What has experience shown us in Chicago?*
18. *What happens in Chicago as soon as we get a public structure completed?*
19. *What have we been forced to renew every twenty years or so?*
20. *What three buildings were outgrown by Chicago while in the process of construction?*
21. *Why is Chicago offered possibilities combined with ease of attainment above any other city in America?*

CHAPTER XVII

# FINAL RESULT OF THE PLAN

There have been presented in the previous chapters only some of the larger and more important facts bearing upon the Plan of Chicago. No idea can be given in this volume of the immense amount of study and labor involved in producing the plan, and of the infinite pains and patience required to work out all the details and fit them together perfectly. No idea, either, can be given in a sketch of the plan so brief as this one of the amounts of money and the many days and hours of time devoted to the Plan of Chicago by the city's men of great wealth who are proud of Chicago and anxious to see their home city grow in power, importance and good order.

We have seen, though, that in the earnest desire to make the future Chicago the ideal great city of the world, some of the most far-sighted and able citizens of our city have labored together for a long time, and as a result of their labor we have been given the Plan of Chicago. The men interested in the production of this plan do not say it is perfect in every detail. They believe, however, it is as near to perfection as architectural skill makes possible, considering the physical conditions within the city. They are giving us this design for a future city in confident belief that it points the way for us to very greatly improve our magnificent Chicago. When it is worked out in any of its details, they say, we will have a better and more convenient city, and when it is completed in all its details Chicago will stand alone among all the world's great cities in public health, good order, attractiveness and civic economy.

The men who have produced and given to us the Plan of Chicago have not done their work blindly. They realized, when they undertook their task, that Chicago is a city of great accomplishments. They knew that the plan, when completed, was to be given into the care of a people who never have failed or faltered in their devotion to their city. They knew that no task, however great, has ever proven too great a task for the people of Chicago to undertake, and that when Chicago's men and women start out to do anything nothing can serve to keep them from success.

It is realized, in giving the people of Chicago this plan for a complete, beautiful and unified city, that they are being asked to carry out a great work, and one which will occupy them for many years. It is a work, too, which seems to involve large expenditures of money. This is only a seeming condition, for in fact the Plan of Chicago can be carried out in its entirety without seriously increasing the present tax burdens. The very growth of the city, which is creating wealth greater than the richest mines can produce, gives a basis for bond issues far in excess of the utmost cost of carrying out the plan. The increase in the value of real estate in the city in the last ten years is greater than the entire cost of executing the plan, and besides that, the changes brought about by the various steps in the plan will stimulate the increase in the city's wealth.

It is probable that in carrying out the plan some changes will have to be made in our laws. It is clear that we can have these changes whenever the people desire them. One of these changes that might be desirable is to have a law passed by

which the city could take over from the owners all the property along a street, widen the street as much as necessary, and then resell the remaining property. Wherever streets have been widened in Chicago it has been found that land values upon them have increased immediately in sums large enough to more than repay the cost of widening. If the city had been the owner and could have secured the profits resulting from the increase the widening would not only have cost nothing, but would have been a source of profit. Under the law as it is today the city can take over for purposes of improvement only such property as is actually needed for the improvement. Usually such property is secured only at high cost.

All of the difficulties in the way of carrying out the Plan of Chicago have been weighed carefully, and none of them are of sufficient consequence, in the opinion of the ablest men who have studied them, to deter or delay us. To realize the plan then, becomes a question of public desire, and whether the people of Chicago will determine to give the world an example of magnificent public spirit and public work may be well judged from the past.

Chicago was little more than a village when the first tremendous task to try the spirit and character of her citizenship was brought forward. It was over sixty years ago that it became apparent that in order to secure proper drainage, and so protect the health of the city, it would be necessary to raise the level of all the streets within what we know as the old city, from the main river to Twelfth street, and also for a distance along the West and North Sides. To do the work was a tremendous task. There was little machinery for such labor in the city, and none at all such as is used today in engineering work. Yet, the people went to work with a will to raise the streets and most of the buildings within the city. Everybody in the city worked, including the boys and girls, and soon the task the city had set itself to accomplish was completed. That work, in its period, was a much more serious undertaking for the few thousand people who did it than the rearrangement of streets according to the Plan of Chicago will be to a city of millions of people with modern machinery at their command.

Some fifty years ago, as has been related, when the idea of creating wide metropolitan park areas was new, Chicago undertook to acquire and improve a chain of parks and public grounds surrounding the city on three sides. A plan was adopted in which all classes of people had an interest, and in which the city looked to everybody to do his share to advance the work. We all know how well this plan, undertaken by only a fraction of the number of people now living in Chicago, became a reality. Parks were created which have served the city well and sufficiently until recent years, and it never was a burden upon the people to pay for them.

Next, between 1880 and 1890, came the problem of Chicago's water supply and of disposal of the city's sewage. The people again rallied together. Conceiving the idea of digging a drainage canal, they energetically set about that tremendous duty. They worked for years and spent $60,000,000 before they completed the unparalleled civic feat which gives us of today the splendid benefits of the sanitary waterway.

The joy of Chicago's people in doing vast public works was not abated in the drainage canal construction. Before that big work was completed, in fact, the people entered upon another enterprise which

gave their city worldwide fame,—the World's Columbian Exposition, out of which came the idea of the Plan of Chicago. Joining hands through a committee of citizens, the people of Chicago, in a short time, raised $20,000,000 to spend in buildings and grounds for a World's Fair in celebration of the 400th anniversary of America's discovery by Columbus. The raising of that sum of money for the purpose of a public entertainment was a thrilling civic feat. Nothing like it had ever before even been given thought as possible in any city.

These four tasks are the principal ones upon which Chicago's fame as a city of great public spirit and loyalty of citizenship has been founded. Thus, throughout the entire history of the city, has been proven the readiness of the people of Chicago to take up large plans for public improvements. Thus has been proven the faith of all the people of Chicago in their city's future and power. Truly Chicago's history is such as to demonstrate that its people will not let slip such an opportunity to achieve such necessary improvements and greatness for their city as lies within the Plan of Chicago.

There is still a stronger reason than comes to us from our history to believe the Plan of Chicago will be the next public enterprise upon which the citizens will embark. That reason is the growing love of good order, due to the advance in education. We all know that we would not tolerate today in our cities such conditions as we are told were usual in the days of our fathers. We may well believe, then, that the people of the future will not tolerate such conditions as surround us today.

We are learning new lessons in municipal economy, in hygiene, and in city government. We are learning that time, labor and health saving means and methods are valuable to a city. We are learning that attractive surroundings encourage good morals. We are learning more and more every day the things that are necessary to promote good conditions within a city. We are every day making greater and greater demands upon the city, and we realize that our responsibilities and duties as citizens grow greater and greater every day.

In crystallizing in our minds the various aims of the Plan of Chicago, to decide for ourselves, perhaps, what feature is the most necessary to begin upon at once, we naturally conclude there are four main elements in the plan. These are:

1. The systematic arrangement of the streets and avenues within the city in order to save time and effort in the movement of people and merchandise between the various parts of the city. This includes the cutting of new streets where necessary in and through the congested parts of the city. It includes the widening of many streets to care for increased traffic, to add to the city's attractiveness and to conserve our greatest asset,—the health of the people.

2. The centralization and improvement of our railway terminals, the perfection of harbors, and the creation of a proper system of freight transportation. This includes the ranging of passenger terminals along Twelfth street on the South Side, and along Canal street on the West Side. It includes also the building of a general dock system near the mouth of Chicago river, and a coal and grain dock system on the lake at South Chicago, with a warehousing and freight center for all through merchandise at a point southwest of Chicago, the whole connected by belt railways.

3. The acquirement and development of an extended park system to supply the needs of the city for all time to come. This includes the building of islands along the lake front, providing an enclosed lagoon skirting the entire city shore; the securing of a park a mile or more square upon each of the three sides of the city, and their connection by a majestic bow-shaped boulevard; and the purchase of extensive woodlands lying in a broad belt in the suburban territory, to be held forever as places for picnics and recreation of city dwellers.

4. The development of a center of civic administration so located as to give coherence and unity to the city. This includes the securing of a large area at West Congress and South Halsted streets, at the convergence of numerous new diagonal streets, the holding of this tract near the city's geographical center for gradual improvement by erecting stately buildings for governmental purposes, and the erection of a great domed City Hall as the central building of this feature of the plan.

In reporting the street plan the architects of the Plan of Chicago admitted that it involves a very considerable amount of money. It was added in their report that it will be found in Chicago, as in other cities, that the opening of new thoroughfares, although meaning a large expense to initiate the work, creates a large increase in values. This is due to increase in convenience and the creation of large numbers of new and very valuable building sites adjoining the new streets. The cost will amount to many millions of dollars, but the result will be continuous prosperity for all dwellers in Chicago and the saving of millions of dollars in time and effort to the citizens.

The suggestions of the Plan of Chicago in regard to the railroads and the harbors are many and serious. The aim is to produce results beneficial to all interests, —the manufacturers and shippers who patronize the railroads by improving service, the railroads themselves by making their service to the public more effective and therefore more largely patronized. Over all considerations, however, is that of economy in the handling of freight at Chicago as a shipping center. The methods of the plan will give to the manufacturers and shippers all the advantages which naturally should be theirs, and so mean constant operation of factories and employment of the people. The commercial prosperity of the community is represented by the cost per ton of handling freight into and out of the Chicago territory. General changes in railroad conditions take years to accomplish, but the public will not be compelled to pay for the changes suggested in the plan. They will be railroad enterprises, undertaken by the railroads and carried out by the railroads.

As to the park plans, it is imperative that extensive additions be made to our public recreation grounds. The location and arrangement of the parks and parkways of Chicago today are entirely inadequate to the future of the city. Fifty years ago, before the population of the city was large and densely crowded together, people could live in comfort and good order without public parks, because of the existence of large open spaces. We of today can not do without parks. They are a vital necessity to the city. We regard the promotion of robust health of body and mind as necessary to good citizenship, which is, after all, the prime object of good city planning.

The lake front improvement from Wilmette to the Indiana line is an economic

necessity. We have noted before the enormous amount of waste material seeking dumping ground on the lake shore because it is the cheapest place to deposit it. Engineers say this material is sufficient to fill in one hundred acres of land per year, raising it five feet above the surface of water fifteen feet deep. The park authorities, then, would have only to furnish breakwaters and finish off the ground. The dirt to be removed in the construction of subways in the city, when that work is undertaken, will go far to help redeem the lake front. The creation there of an extremely beautiful and useful public recreation ground will involve very little public expense.

The extensive woodlands proposed as forests for the people, make an additional park feature not usually designed for cities in America, but almost invariably used in Europe. The cost of these wooded sites will be considerable, and it must be borne by the public, but the people will gain from the fifty thousand acres of forests, in health and recreation, much more interest than money invested in any other security so safe as that land could earn them. These outer parks can be acquired and improved within ten years, and if the cost is distributed over that period it will not prove burdensome. The health and joy of living of all the people will be increased, and incidentally the value of all real estate within and around the city will be increased.

The interurban highway system to link the outer parks together can be realized very cheaply. Ninety-five per cent of the roads exist now. The remaining five per cent can be acquired at small cost, which will be widely distributed through many townships, and will serve to connect and complete the system. The cost of macadamizing the roadways and tree planting to provide shade for travelers upon them will be only incidental.

To acquire the land for the parks necessary for the West and South Sides is a matter of comparatively small expense now. There are no very costly or important buildings standing upon the site proposed for the West Side park. The land selected for the South Side park is almost entirely vacant, stretching for hundreds of acres as level farms and truck gardens. The North Side tract would prove the most costly of all the three if taken today. Since the plan was drawn much of the territory proposed for the park in question has been cut up into lots, and numerous substantial buildings have been erected. The cost, however, would not be prohibitive, even if the park work there is to be delayed for ten or twenty years.

The land necessary for the civic center should be secured as soon as sentiment for its establishment can be created. Values at that point are reasonable, but are sure to advance. If the city were to take the land today it could be cleared of buildings and treated as park space for a time, and the various buildings in the plan could be erected as they are found necessary, all being put up in accordance with a plan adopted at the start. To adopt such a scheme of purchase would save a very large sum in the purchase of public building sites in future, and also give stability to real estate values in the vicinity. It would be an excellent thing for the City to establish the civic center on the West Side, as it would give that side of the city the impetus toward higher standards in construction of which it is so much in need. The cost of the civic center should be paid by the whole community.

Summing up the subject of cost of adopting the Plan of Chicago, it seems

probable that the plans for outer highways and of all the lake front improvements will come about naturally and with very little expense to the city. The railways will pay most of the expense of their changes and betterments, which leaves all the cost of the civic center, of the parks and parkways, and of the street development for the general public to pay. The community has ample financial ability to do this. Paris had not much more than a million and a half of people, and not nearly so good commercial prospects as Chicago has, when her people adopted a street improvement plan involving over $260,000,000 and carried it to completion in thirty-five years. The success of the undertaking has justified the expense. People from all over the world visit Paris by hundreds of thousands every year. No matter where they make their money, they go there to spend it, and every workman and proprietor in Paris benefits from this expenditure of millions of dollars drawn from all quarters of the world.

Conditions in Chicago are such as to repel outsiders, not to attract throngs of visitors. With the Plan of Chicago realized, and our city made attractive, healthful, open to the light, a place of beautiful street views, Chicago will become a magnet, drawing to us those who wish to enjoy life. It will produce for us conditions in which business enterprises can be carried on with the utmost economy and with the certainty of success, while we and our children can live broader, safer, saner and happier lives, growing stronger each year and generation in love and loyalty to the great Chicago of our birth or adoption.

There is another and deeper motive in planning for the future greatness of the city than its splendid material upbuilding. This is of significance only as it expresses the actual social, intellectual and moral upbuilding of the people, and so far as, in turn, it opens the way for further development of this higher type. City building means man building. Who is there among us who is not lifted above sordid industrial existence into the realm of the beautiful and ennobling things in life by attractive surroundings? Beautiful parks, fine monuments, well laid out streets, properly lighted, paved and amply provided with shade trees, relief from noise, dirt and confusion—all these things and many others contemplated in the Plan of Chicago are agencies that make not only for the future greatness of the city, but the happiness and prosperity of all the people within our gates. The ideal of a city must rise above mere commercial and industrial supremacy, taking the higher ground of becoming an attractive, composite home for its residents, both of large and small means, as well as for the stranger within its gates.

The crowning necessity for the adoption of the Plan of Chicago by the City of Chicago is shown in the fact that in the twenty-five years ending in 1906 the people of the city of Chicago expended $225,000,000 for extraordinary improvements, with nothing to show for this vast sum but a city grown by chance and without orderly development. During that time the people of Chicago actually spent for improvements but $35,000,000 less than the city of Paris expended upon its plan for the rebuilding of the entire city, making it the most beautiful and attractive city in the world.

1. *Of what can there be no idea given in this volume?*
2. *What is it that the men interested in the production of the Plan of Chicago do not say, but what do they believe?*
3. *What confident belief have they in giving us this design for a future city?*

4. *What do they say we will have when it is worked out in any of its details, and when it is completed?*
5. *What did the men who produced the Plan of Chicago realize when they undertook their task?*
6. *What is it that gives a basis for bond issues far in excess of the utmost cost of carrying out the plan?*
7. *What is greater than the entire cost of executing the Plan?*
8. *What will the changes brought about by the various steps in the Plan do?*
9. *What new law would it be desirable to have passed?*
10. *What has happened in Chicago wherever streets have been widened?*
11. *What would be the result of a law giving the city power to own property in street widening cases?*
12. *How is the city restricted under the present law?*
13. *What is the opinion of the ablest men who have studied the difficulties in the way of carrying out the Plan of Chicago?*
14. *What is necessary to realize the Plan?*
15. *What was Chicago when the first tremendous task to try the spirit and character of her citizenship was brought forth?*
16. *More than sixty years ago what became apparent would be necessary to secure proper drainage and protect the health of the city?*
17. *What did the people do, handicapped as they were with little machinery for such labor?*
18. *How did that work, in its period, compare with the rearrangement of streets according to the Plan of Chicago?*
19. *What was accomplished fifty years ago, by only a fraction of the number of people now living in Chicago, by the city looking to everybody to do his share to advance the work?*
20. *What civic feat did the people of Chicago accomplish between 1880 and 1890 which gives us today the splendid benefits of the sanitary waterway?*
21. *What did the people of Chicago do to celebrate the 400th anniversary of America's discovery by Columbus?*
22. *What has been proven throughout the entire history of the city?*
23. *What does Chicago's history demonstrate?*
24. *What is the still stronger reason that comes to us from our history to believe the Plan of Chicago will be the next public enterprise upon which the citizens will embark?*
25. *What is it that we all know we would not tolerate today in our cities?*
26. *What new lessons are we learning?*
27. *In crystallizing our minds on the various aims of the Plan of Chicago, what do we naturally conclude are the four main elements most necessary to begin upon at once?*
28. *In considering the street plan, what did the architects' report show?*
29. *To what is this large increase in value due?*
30. *How do the suggestions of the Plan of Chicago produce results beneficial to all interests in regard to the railroads and the harbors?*
31. *By what is the commercial prosperity of the community represented?*
32. *Why will the public not be compelled to pay for the railroad changes suggested in the Plan of Chicago?*
33. *Why could the people fifty years ago live in comfort and good order without public parks?*
34. *What is the prime object of good city planning?*
35. *In park planning what is an economic necessity for the city?*
36. *What have we noted before as seeking dumping ground on the lake shore and why?*
37. *What area do engineers say this material is sufficient to fill?*
38. *What would the park authorities have to furnish for the creation on the lake front of an extremely beautiful and useful public recreation ground involving very little public expense?*
39. *What will make an additional park feature not usually designed for cities in America, but almost invariably used in Europe?*
40. *How is the cost of these wooded sites, which will be considerable, offset in gain to the people?*
41. *How soon can the outer parks be acquired and improved without the cost being burdensome, and what will be the result?*

*42. How can the interurban highway system to link the outer parks together be realized very cheaply?*

*43. Why is it a matter of comparatively small expense now to acquire the land for the parks necessary for the west and south sides?*

*44. Why would the north side tract prove the most costly of all three if taken today?*

*45. Why should the land necessary for the civic center be secured as soon as sentiment for its establishment can be created?*

*46. What could the city do by taking the land for the civic center today?*

*47. What would follow the adoption of such a scheme of purchase?*

*48. Why would it be an excellent thing for the city to establish the civic center on the west side?*

*49. How should the cost of the civic center be borne?*

*50. Summing up the subject of the cost of adopting the Plan of Chicago, how does it seem to be apportioned?*

*51. What was the condition of Paris when that city adopted a street improvement plan involving $260,000,000?*

*52. Why was the expense of the improvement of Paris justified?*

*53. Who in Paris benefits from the expenditures of millions of dollars drawn from all quarters of the world?*

*54. What are conditions in Chicago today?*

*55. With the Plan of Chicago realized and our city made attractive, healthful, open to the light, and a place of beautiful street views, what will Chicago become?*

*56. What is another and deeper motive in city planning than material upbuilding, and what is its significance?*

*57. What does city building mean?*

*58. What is the effect upon us of attractive surroundings?*

*59. What are the agencies that make for the future greatness of the city and the happiness and prosperity of all the people?*

*60. What must the ideal of a city rise above, and what higher ground should it take?*

*61. What is the crowning argument in favor of Chicago adopting and carrying out the Plan of Chicago being studied and promoted by the Chicago Plan Commission?*

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